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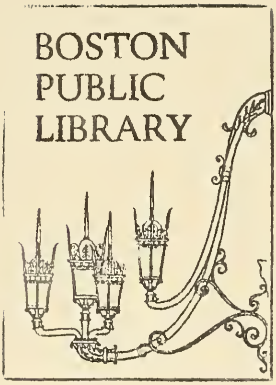

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COMPREHENSIVE TRAFFIC AND TRANSPORTATION INVENTORY

BOSTON REGIONAL PLANNING PROJECT

Wilbur Smith and Associates

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COMPREHENSIVE TRAFFIC AND TRANSPORTATION INVENTORY

Prepared For The

COMMONWEALTH OF MASSACHUSETTS
BOSTON REGIONAL PLANNING PROJECT
DEPARTMENT OF COMMERCE AND DEVELOPMENT
DEPARTMENT OF PUBLIC WORKS

Wilbur Smith and Associates
Engineers

September, 1965

In cooperation with the Urban Renewal Administration of the Housing and Home Finance Agency, and the United States Department of Commerce, Bureau of Public Roads.

The preparation of this report was financially aided through a Federal grant from the Urban Renewal Administration of the Housing and Home Finance Agency, under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended, and through Highway Planning and Research funds made available by the United States Department of Commerce, Bureau of Public Roads.

10, 1967
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Wilbur Smith and Associates
CONSULTING ENGINEERS
Cable: Wilsmith
495 ORANGE STREET
New Haven, Conn.

September 30, 1965

Mr. Donald M. Graham
Planning Project Director
Boston Regional Planning Project
11 Ashburton Place
Boston, Massachusetts

Dear Mr. Graham:

We are pleased to submit our report on the Comprehensive Traffic and Transportation Inventory, prepared for the Boston Regional Planning Project. This study was undertaken in accord with our agreement of April 30, 1963, with the Mass Transportation Commission and Massachusetts Department of Public Works, in cooperation with the U. S. Department of Commerce, Bureau of Public Roads, and Housing and Home Finance Agency. It was designed to ascertain present patterns and characteristics of travel by highway and transit modes throughout the Planning Area.

The report contains summaries of travel characteristics and patterns reported in the dwelling-unit, external-cordon, truck, and taxi surveys, as well as the transit postcard survey conducted under an earlier agreement. It also describes results of inventory studies of basic highway and transit facilities.

The information contained in this report, combined with data submitted separately in the form of computer programs, processed computer tapes and tabulating cards, detailed tabulations, instruction and coding manuals, coding indexes, basic field data, maps, and other source documents, provides as complete information as ever assembled in a basic transportation study of this type.

We are grateful for the assistance of your staff and the other cooperating agencies. Valuable information was provided by public and private utility companies, the Commonwealth's departments and agencies, local transit companies and towns and cities within the Planning Area.

We appreciate the opportunity of participating in this important study and trust that the information developed will be of great value to you and your staff in planning future highway and transit improvements for the Boston Metropolitan Region.

Respectfully submitted,

Wilbur S. Smith

Wilbur S. Smith

Reg. Prof. Eng.
State of Massachusetts
No. 9025

WSS/md/SAL

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SUMMARY OF FINDINGS

One of the first studies undertaken by the Boston Regional Planning Project (BRPP) has been the Comprehensive Traffic and Transportation Inventory, a collection of current magnitudes and patterns of travel within the Planning Area. Such data provide a necessary background of travel facts upon which to base traffic forecasting, travel needs and, in turn, assist in the development of a realistic plan for future transportation in the Greater Boston Metropolitan Region.

Several surveys were undertaken as part of this study. The principal survey was the collection of detailed travel information based upon interviews at more than 48,000 dwelling units throughout the Planning Area. More than 4.5 per cent of all households were contacted for travel information. In addition, some 145,000 vehicle drivers (about 40 per cent of all passing traffic) were interviewed at over 100 roadside stations located at the outer edge of the Planning Area. Special travel information was also collected for about 9,500 trucks and 370 taxis (a 10 per cent sample of such registered vehicles). A separate post-card survey was made of users of public transportation facilities, in which over 100,000 passengers (about 35 per cent of the daily ridership) answered questionnaires concerning their inbound trips. Supplementing these travel records were detailed inventories of physical characteristics and usage of 3,800 miles of major highways and principal streets in the Planning Area. Similar inventories were made for the Area's public and privately-owned mass transportation facilities.

The task of recording, sorting, collating, and summarizing these masses of data was formidable. This report contains a wealth of statistical information from which some of the more important general findings are summarized below.

Population Characteristics

The 1963 population of the Planning Area was found to number approximately 3,600,000 persons, residing in 1,100,000 households. Average population density throughout the 2,300 square-mile Planning Area as a whole is only 1,600 persons per square mile, while comparable density within 43 square miles of the City of Boston is 16,000 persons per square mile. These large differences in residential density are associated with significant differences in levels of car ownership, travel generation, and choice of travel mode.

Average dwelling-unit occupancy in the Planning Area was found to be 3.3 persons, being about 3.0 within the City of Boston, about 3.2 in other communities over 50,000 population, and 3.5 in communities under 50,000 population.

Approximately 1,300,000 residents of the Planning Area were employed -- more than 35 per cent of total population. About 23 per cent of these were under 30 years of age and 10 per cent were more than 60 years old. Nearly two thirds of the population between 30 and 60 years of age was employed.

In 20 per cent of households, annual family incomes were less than $4,000 while almost 18 per cent exceeded $10,000.

Vehicle Ownership

Residents of the Planning Area were found to own 1,070,000 automobiles; these are owned by 820,000 households or 75 per cent of the total. About 27 per cent of all car-owning households possess two or more cars. Automobile ownership varies with residential density, averaging 0.6 cars per dwelling in the City of Boston, increasing to 1.6 in low-density communities.

There are about 95,000 trucks owned and operated by Planning Area firms and residents. There are also approximately 3,200 taxi cabs in use.

Vehicle Trips

A total of 5,900,000 vehicle trips were made in the Planning Area by automobiles, trucks, and taxis on a typical weekday. Over 93 per cent of these trips start and end within the Planning Area (internal); about 360,000, or six per cent of all vehicle trips, have one trip end inside and the other outside of the Planning Area (external-local); only about 30,000 vehicle trips are true "through trips" (without any stops), starting and ending outside the Planning Area (external-through).

About 81 per cent of internal vehicle trips, close to 4,500,000, were made by automobiles, while 16 per cent -- 875,000 trips -- were made by trucks, and three per cent -- 187,000 trips -- by taxi. Automobiles constituted about 90 per cent of all external vehicle trips, while trucks made up the remaining 10 per cent.

Person Trips and Automobile Occupancy

Close to 8,000,000 internal person trips were made in the Planning Area, by all modes of transportation, on an average weekday. Because of the predominance of internal trips, the relationship of internal, external-local, and external-through trips was found to be similar to that of vehicle trips. It is interesting to note that although car-owning households constitute 75 per cent of all households, they make 92 per cent of all person trips by all modes.

Automobile occupancy varied from a minimum of 1.1 persons per car for internal work trips to 2.8 for external-through recreational trips. Over-all average occupancy for internal trips was 1.5 persons per car, 2.1 for external-local trips, and 2.4 for external-through trips.

Travel Mode

About 81 per cent of internal person trips were made by automobile (57 per cent as drivers and 24 per cent as passengers), 18 per cent by various forms of transit (including school buses) and one per cent as taxi and truck passengers.

The survey also determined that the City of Boston, which comprises two per cent of the total land area, is the terminus for more than 2,200,000 person trips and nearly 1,200,000 vehicle trips. These volumes constitute 27 per cent and 20 per cent, respectively, of all travel performed to, from, and within the Planning Area. Travel to, from, and within the 2.2 square mile area of Downtown Boston amounts to about 846,000 person trips per weekday, or 11 per cent; significantly, about half of these trips are made by transit.

Trip Purpose

Over three-fourths of all person trips start or end at home; almost one-third of these are to and from work. Shopping constitutes about 18 per cent of home-based trips, of which two out of three are for convenience shopping (groceries, drugs, etc.) and the other is for general merchandise (apparel, furniture, etc.). School and social trips each constitute about 12 per cent of home-based trips. Significantly, because of the dominant position of the automobile, trips made to serve a passenger to or from home are next in importance at about 11 per cent. Personal business and recreation trips are ten and five per cent, respectively.

Travel Patterns

For analysis purpose, the Planning Area was divided into 626 traffic zones and about 2,000 traffic sub-zones. This report includes tabulations of zone-to-zone travel movements summarized at the town level with the City of Boston being divided into 13 sections.

All of the information gathered from the interview surveys, in addition to the results of the highway and transit facilities inventory (such as speed, volumes, headways, distances, capacity, etc.), give a well-rounded picture of present travel needs and supplies. These, in conjunction with estimates of 1990 population and employment characteristics, will help the BRPP to determine future travel demand and will point out potential deficiencies in the Area's transportation network.

The foregoing comments cover only highlights of survey findings. A reasonable understanding of survey procedures, methods, and techniques is essential in evaluating study results.

THE REPORT

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3	Trip Making in the Boston Region	57-98
4	Existing Travel Patterns	99-116
5	Characteristics of Transit Usage	117-140

Chapter 1

INTRODUCTION

The Boston Metropolitan Region is one of the nation's oldest and most complex urban areas. Each day, the 3,600,000 residents within the Planning Area make close to 8,000,000 trips, in automobiles, taxis, buses, street cars, rapid transit, and commuter railroad trains. This vast amount of daily travel reflects the wide array of functions and activities that occur daily in the region. The ease by which these contacts are maintained depends largely upon the efficiency of regional transportation facilities. A good transportation system is a key to maintaining orderly and efficient metropolitan-area growth.

Study Objectives and Organization

Future regional development requires careful planning of transport facilities in relation to present and anticipated land-use patterns. The present study is a comprehensive compilation of data on today's travel in the metropolitan region.

The study is truly comprehensive in scope. Automobile, truck and mass-transit movements have been examined in detail to attain a realistic picture of present travel patterns and characteristics by all modes.

No individual travel mode can be effectively isolated and studied separately; different modes are highly interdependent and changes in one mode inevitably affect and influence others.

This study, under the direction and supervision of the Boston Regional Planning Project, is an integral part of a comprehensive continuing planning process, centered around development of an adequate transportation system, and extending to such related fields as economic activity, population growth, land use, financial resources, and plan implementation.

The Boston Regional Planning Project reflects the comprehensive approach required to achieve a regional plan for a large urban area. Sponsorship of the BRPP is shared by the Massachusetts Department of Public Works and the Massachusetts Department of Commerce and Development, the latter by its absorption of the Mass Transportation Commission in 1964. These state agencies are aided by the U.S. Department of Commerce, Bureau of Public Roads and the Urban Renewal Administration of the Housing and Home Finance Agency.

To further assure widest possible participation, the BRPP's policy-making body, a five-member Executive Committee, includes (in addition to the two sponsoring agencies) the Chairman of the Board of Directors of the Massachusetts Bay Transportation Authority(1), the President of the Metropolitan Area Planning Council, and the Chairman of the Planning Project's Local Advisory Board.

Through this organization, the BRPP is committed to meet two prime objectives -- (1) the preparation of a comprehensive transportation and land-use plan and development program; and (2) to establish a continuing comprehensive regional planning process in the area.

Technical activities on behalf of the BRPP are conducted by both private consulting organizations and by Planning Project staff. An ad hoc agency, the BRPP is scheduled to complete its assignment by 1967.

The general organization of the BRPP and the planning functions of agencies participating in the Planning Project is illustrated in Figure 1. It is significant to note that three of the five organizations on the Executive Committee have been created since the BRPP started its work early in 1963 and the two sponsoring agencies have been substantially reorganized since that time.

Wilbur Smith and Associates was selected to undertake this comprehensive traffic and transportation inventory, as a key study in the data collection phase of BRPP activities.

Study Area

The study area defined as the Boston Metropolitan Region consists of that portion of northeastern Massachusetts shown in Figure 2. It encompasses the Boston, Brockton, Lowell and

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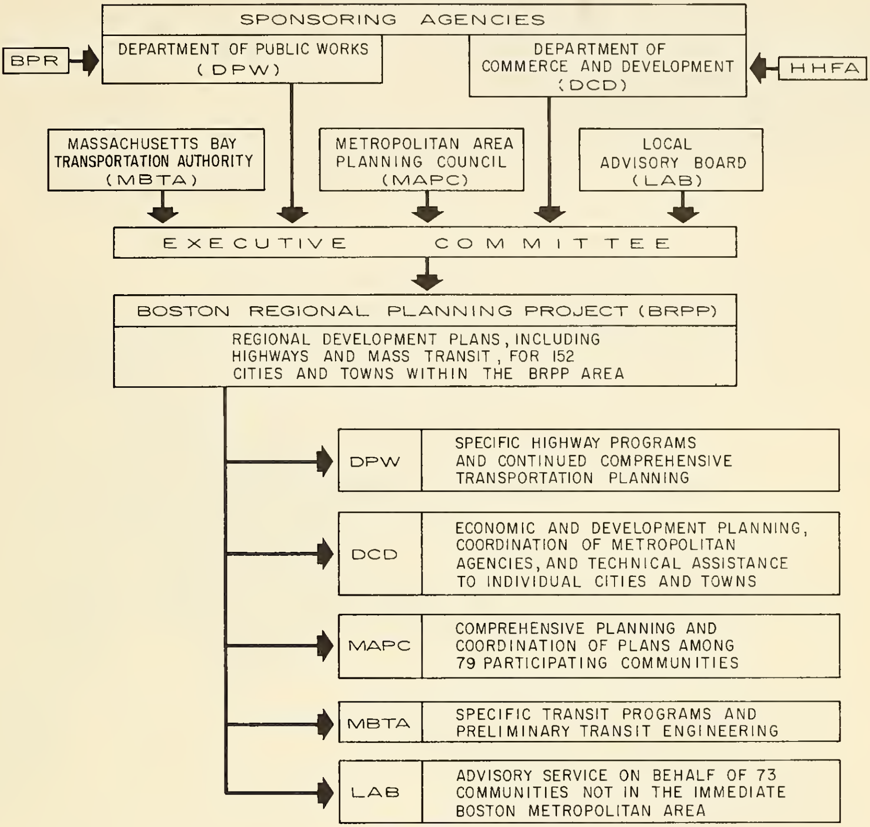
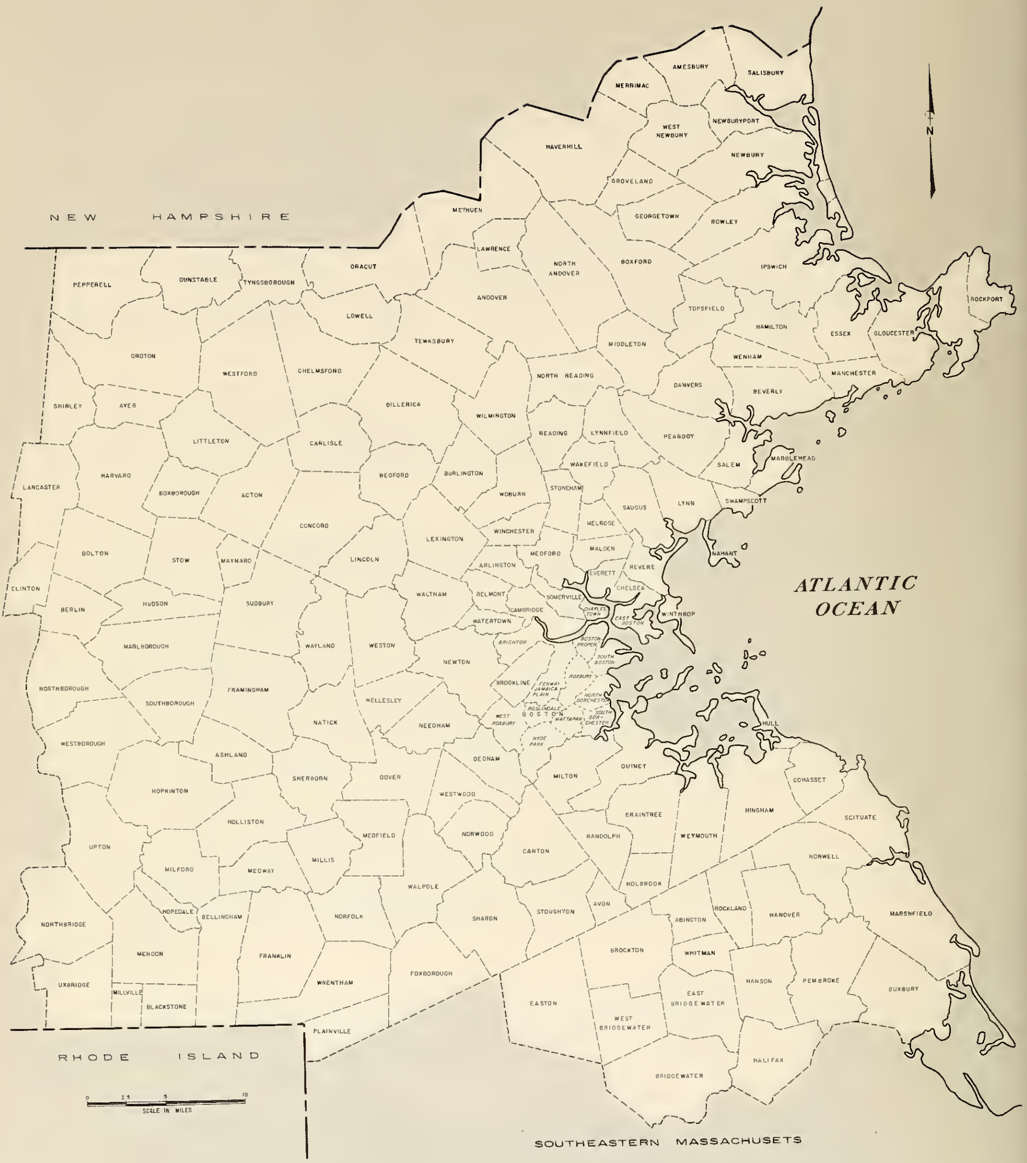
(1) Throughout this report, reference is frequently made to the Metropolitan Transit Authority (MTA). Subsequent to completion of these studies, this organization was renamed the Massachusetts Bay Transportation Authority (MBTA).


SPONSORING AGENCIES
BPR
DEPARTMENT OF PUBLIC WORKS (DPW)
DEPARTMENT OF COMMERCE AND DEVELOPMENT (DCD)
HHFA
MASSACHUSETTS BAY TRANSPORTATION AUTHORITY (MBTA)
METROPOLITAN AREA PLANNING COUNCIL (MAPC)
LOCAL ADVISORY BOARD (LAB)
EXECUTIVE COMMITTEE
BOSTON REGIONAL PLANNING PROJECT (BRPP)
REGIONAL DEVELOPMENT PLANS, INCLUDING HIGHWAYS AND MASS TRANSIT, FOR 152 CITIES AND TOWNS WITHIN THE BRPP AREA
DPW
SPECIFIC HIGHWAY PROGRAMS AND CONTINUED COMPREHENSIVE TRANSPORTATION PLANNING
DCD
ECONOMIC AND DEVELOPMENT PLANNING, COORDINATION OF METROPOLITAN AGENCIES, AND TECHNICAL ASSISTANCE TO INDIVIDUAL CITIES AND TOWNS
MAPC
COMPREHENSIVE PLANNING AND COORDINATION OF PLANS AMONG 79 PARTICIPATING COMMUNITIES
MBTA
SPECIFIC TRANSIT PROGRAMS AND PRELIMINARY TRANSIT ENGINEERING
LAB
ADVISORY SERVICE ON BEHALF OF 73 COMMUNITIES NOT IN THE IMMEDIATE BOSTON METROPOLITAN AREA

STUDY ORGANIZATION

FIGURE 1


NEW HAMPSHIRE
N
AMESBURY
SALISBURY
MERRIMAC
WEST NEWBURY
NEWBURYPORT
HAVERHILL
NEWBURY
GROVELAND
METHUEN
GEORGETOWN
ROWLEY
LAWRENCE
NORTH ANDOVER
BOXFORD
IPSWICH
DRACUT
DUNSTABLE
TYNGSBOROUGH
PEPPERELL
ANDOVER
TOPSFIELD
ROCKPORT
LOWELL
HAMILTON
ESSEX
GLOUCESTER
TEWKSBURY
MIDDLETON
GROTON
WESTFORD
CHELMSFORD
WENHAM
NORTH READING
MANCHESTER
DANVERS
BEVERLY
SHIRLEY
AYER
BILLERICA
WILMINGTON
READING
LYNNFIELD
PEABODY
LITTLETON
CARLISLE
SALEM
MARBLEHEAD
HARVARD
BEDFORD
BURLINGTON
WAKEFIELD
LANCASTER
BOXBOROUGH
ACTON
STONEHAM
WOBURN
SAUGUS
LYNN
SWAMPSCOTT
CONCORD
MELROSE
WINCHESTER
LEXINGTON
MALDEN
NAHANT
BOLTON
STOW
MAYNARD
LINCOLN
MEDFORD
ARLINGTON
REVERE
EVERETT
CHELSEA
CLINTON
BERLIN
HUDSON
SUDBURY
WALTHAM
BELMONT
SOMERVILLE
CHARLESTOWN
WINTHROP
CAMBRIDGE
EAST BOSTON
WATERTOWN
ATLANTIC OCEAN
MARLBOROUGH
WAYLAND
WESTON
BRIGHTON
BOSTON PROPER
SOUTH BOSTON
NEWTON
ROXBURY
NORTHBOROUGH
FRAMINGHAM
BROOKLINE
FENWAY JAMAICA PLAIN
NORTH DORCHESTER
SOUTHBOROUGH
WELLESLEY
ROSLINDALE
BOSTON
MATTAPAN
SOUTH DORCHESTER
NATICK
NEEDHAM
WEST ROXBURY
HULL
WESTBOROUGH
HYDE PARK
ASHLAND
DEDHAM
QUINCY
SHERBORN
DOVER
MILTON
COHASSET
HOPKINTON
WESTWOOD
HINGHAM
BRAINTREE
SCITUATE
HOLLISTON
MEDFIELD
NORWOOD
RANDOLPH
WEYMOUTH
UPTON
CANTON
NORWELL
MILLIS
MILFORD
MEDWAY
WALPOLE
HOLBROOK
ROCKLAND
HANOVER
AVON
MARSHFIELD
HOPEDALE
BELLINGHAM
NORFOLK
SHARON
STOUGHTON
ABINGTON
NORTHBRIDGE
MENDON
FRANKLIN
BROCKTON
WHITMAN
FOXBOROUGH
UXBRIDGE
WRENTHAM
HANSON
PEMBROKE
DUXBURY
MILLVILLE
BLACKSTONE
EASTON
EAST BRIDGEWATER
WEST BRIDGEWATER
PLAINVILLE
RHODE ISLAND
HALIFAX
BRIDGEWATER
0 2.5 5 10
SCALE IN MILES
SOUTHEASTERN MASSACHUSETTS

STUDY AREA

Lawrence-Haverhill metropolitan areas and extends to the fringes of the Worcester, Providence-Pawtucket (Rhode Island), and Fitchburg-Leominster metropolitan areas.

It covers an area of 2,300 square miles, includes an estimated 1963 population of almost 3,600,000 persons, and comprises 152 communities. Individually, these communities range in area from about 1.5 to over 43 square miles each; estimated 1963 population for single communities ranges from about 1,000 in Boxborough to almost 700,000 in Boston. These variations in area, population, and population density, among interdependent communities provide a wide spectrum of unique traffic and transportation problems.

Scope of Surveys

The comprehensive traffic and transportation inventory was designed to obtain complete information, on a regional basis, of present travel characteristics and patterns, and use of existing transportation facilities. The study comprised five major surveys:

1. Transportation facilities inventory
2. Dwelling-unit survey
3. Truck and taxi surveys
4. External-cordon survey
5. Transit postcard survey

1. Transportation Facilities Inventory - An extensive inventory was made of physical and use characteristics of major highway and transit facilities within the Planning Area.

a. Administrative and functional classifications were devised for arterial highways, based upon use, function and physical characteristics. Data were collected on roadway widths, shoulders, parking restrictions, number of traffic lanes, and medial dividers. Performance characteristics were measured in terms of average daily traffic volumes, directional peak-hour volumes, traffic composition, capacity, volume-capacity ratios, and travel times and speeds for peak and off-peak periods.

b. Inventory data on public transportation facilities were developed from published records, such as timetables, route maps, and annual reports. These were supplemented by private carrier records, to the extent available, as well as materials gathered in the course of the Transit Postcard Survey. Operating speeds, passenger-carrying capacities, standee practices and other pertinent characteristics were determined. Recent trends in patronage, equipment ownership, and gross revenues were also developed. Physical characteristics of airports, and information regarding parking facilities at transit stations were obtained. Detailed transit-route maps for the entire Planning Area were prepared.

2. Dwelling-Unit Survey - Interviews were conducted at approximately three per cent of 741,000 dwelling units located generally within Route 128, and seven per cent of 348,000 dwelling units located outside of Route 128.

3. Truck and Taxi Surveys - Trip data were collected for selected samples of trucks and taxis registered in the Planning Area. The truck survey involved about 9,500 contacts and the taxi survey 370 contacts, or about a 10 per cent sample each.

4. External-Cordon Survey - Motorists were interviewed in both travel directions at highways crossing the Planning Area's boundary. Interviews were obtained from about 145,000 motorists, which represented about 40 per cent of all vehicles crossing the external cordon on an average summer weekday.

5. Transit Postcard Survey - Under previous contract, a transit postcard survey was conducted on transit facilities serving the Planning Area - railroad, rapid transit, trolley-bus and motor-bus facilities. These data were coded and tabulated as part of this study; a total of about 100,000 interviews was processed.

6. Supplementary Activities - This work included a review of existing data, including community, regional and traffic planning studies and surveys. Data were also obtained from the Federal Aviation Agency, Bureau of the Census, and other federal offices, the Massachusetts Department of Public Works, Mass Transportation Commission, Port Authority, Turnpike Authority, Registry of Motor Vehicles, Aeronautic Commission, the Metropolitan District Commission, and other Commonwealth offices, the Boston Redevelopment Authority, Boston Traffic and Parking Department, and many individual communities that have consultants or traffic and planning staffs.

Reports and Data Presentations

Materials furnished to the Boston Regional Planning Project during the course of this study included (1) weekly and monthly progress reports; (2) procedural materials, such as coding indices for all major activities; (3) computer tapes; and (4) summary tabulations.

Progress Reports - Throughout the study period, both weekly and monthly progress reports were prepared. Weekly progress reports were largely statistical in nature, covering both field and office operations. A total of 65 weekly reports was submitted, amounting to over 200 pages of text, illustrations, and tabulations.

There were 15 formal monthly reports prepared, which were essentially of a narrative nature and included progress charts showing work accomplished to date and for the current month. Samples of these progress charts (prepared for the final progress report) are illustrated in Figures 3 and 4. These monthly reports totaled over 500 pages and incorporated significant amounts of technical data in appendices.

Procedural Materials - Various instruction and coding manuals were prepared during the course of the study, together with several coding indices. A list of these formal presentations is shown in Table 1; the material presented totaled over 1,600 pages of text, illustrations, and tabulations.

Computer Tapes - Basic data presentations to the Planning Project consisted of a complete set of 11 "record" magnetic computer tapes on which had been transcribed final results of various inventory and traffic-pattern surveys which, with the exception of the external-cordon survey, were factored to represent 1963 annual average weekday volumes. External-cordon interviews were expanded to an average 1963 summer weekday.

These computer tapes were each 2,400 feet of IBM Mylar, written "10 x 84" with no header or trailer, and to a density of 556 or 800 BPI. Two copies of each computer tape were submitted, a "record" and a "working" copy; a listing of these 22 tapes is shown in Table 2.

Summary Tabulations - Tabulations prepared from computer tapes included: (1) inventory data for the Planning Area's basic highway system; (2) results of the Transit Postcard Survey; and (3) standard tabulations required by the Bureau of Public Roads for origin-destination surveys, based on unlinked trip data. In addition, a two-volume report summarizing inventory, use, and performance characteristics of public transportation facilities was prepared.

Order of Report Presentation

This report briefly reviews and evaluates many of the more pertinent findings of various studies, as well as methods used in obtaining and processing information. General introductory material has already been presented in this chapter. Chapter 2 discusses regional travel facilities, covering

MONTHLY PROGRESS REPORT

ITEM		1963 May	June	July	Aug	Sep	Oct.	Nov.	Dec.	1964 Jan.	Feb.	Mar.	Apr.	May	June	July*	Per Cent Complete
TRAFFIC COUNTS	MANUAL	0	6	14	10	10	10	10	5	0	5	10	0	20			100
	MACHINE	0	20	10	5	10	10	10	5	5	10	10	4	1			100
REVISED ZONE MAP		0	75	25													100
FINAL ZONE MAP				30	65	4	0	0	1								100
CODING MANUAL		0	35	0	0	15	20	29	0	0	0	0	1				100
CODING INDEX	STREET NOS.		0	0	5	10	20	55	10								100
	MAJOR GEN				0	0	0	5	15	20	20	25	15				100
TRANSP. FACILITIES	INVENTORY		0	0	15	10	5	30	10	15	3	4	3	5			100
	ANALYSES					0	0	10	10	10	40	10	6	9	4	1	100
TRAVEL TIMES	SURVEYS			0	0	0	20	60	5	10	4	1					100
	ANALYSES						0	33	7	20	25	10	5				100
EXTERNAL SURVEY	MANUAL	0	100														100
	SELECT STAS.	0	85	15													100
	INTERVIEWS		10	25	60	4	1										100
	EDIT-CODE			5	5	10	5	20	5	10	5	10	15	10			100
	FACTORS						15	15	15	15	5	5	10	0	20		100
	REPORTS									0	0	0	0	0	0	100	100
DWELLING UNIT SURVEY	MANUAL	0	40	10	40	5	4	0	1								100
	SAMPLE	0	25	0	10	40	10	5	0	5	3	1	0	1			100
	INTERVIEWS			0	0	1	4	2	5	8	15	30	20	5	10		100
	EDIT-CODE					0	0	0	7	5	6	12	20	25	25		100
	FACTORS											0	0	75	10	15	100
	REPORTS									0	0	0	0	0	0	100	100
TRUCK-TAXI MANUAL		0	30	0	5	55	9	0	1								100
TRUCK SURVEY	SAMPLE		10	0	20	65	4	0	0	0	0	1					100
	INTERVIEWS				0	0	0	5	10	20	20	35	10				100
	EDIT-CODE					0	0	0	10	15	10	20	25	15	5		100
	FACTORS								0	0	0	0	0	90	10		100
	REPORTS									0	0	0	0	0	0	100	100
TAXI SURVEY	SAMPLE					95	4	0	0	0	0	0	1				100
	INTERVIEWS						0	0	0	3	12	30	55				100
	EDIT-CODE								0	0	5	15	20	50	10		100
	FACTORS										0	0	0	75	25		100
	REPORTS									0	0	0	0	0	0	100	100
TRANSIT SURVEY	MANUAL		35	0	65												100
	EDIT-CODE	0	15	0	0	0	5	55	15	5	5						100
	FACTORS	0	40	10	10	0	20	5	10	2	2	1					100
	REPORTS						0	0	0	25	35	40	0				100
CARD PUNCHING								5	5	5	5	5	2	10	53	10	100
RECORDS	ACCURACY												0	30	50	20	100
	SUMMARY								0	5	10	5	0	0	5	75	100
	FINAL															50	50

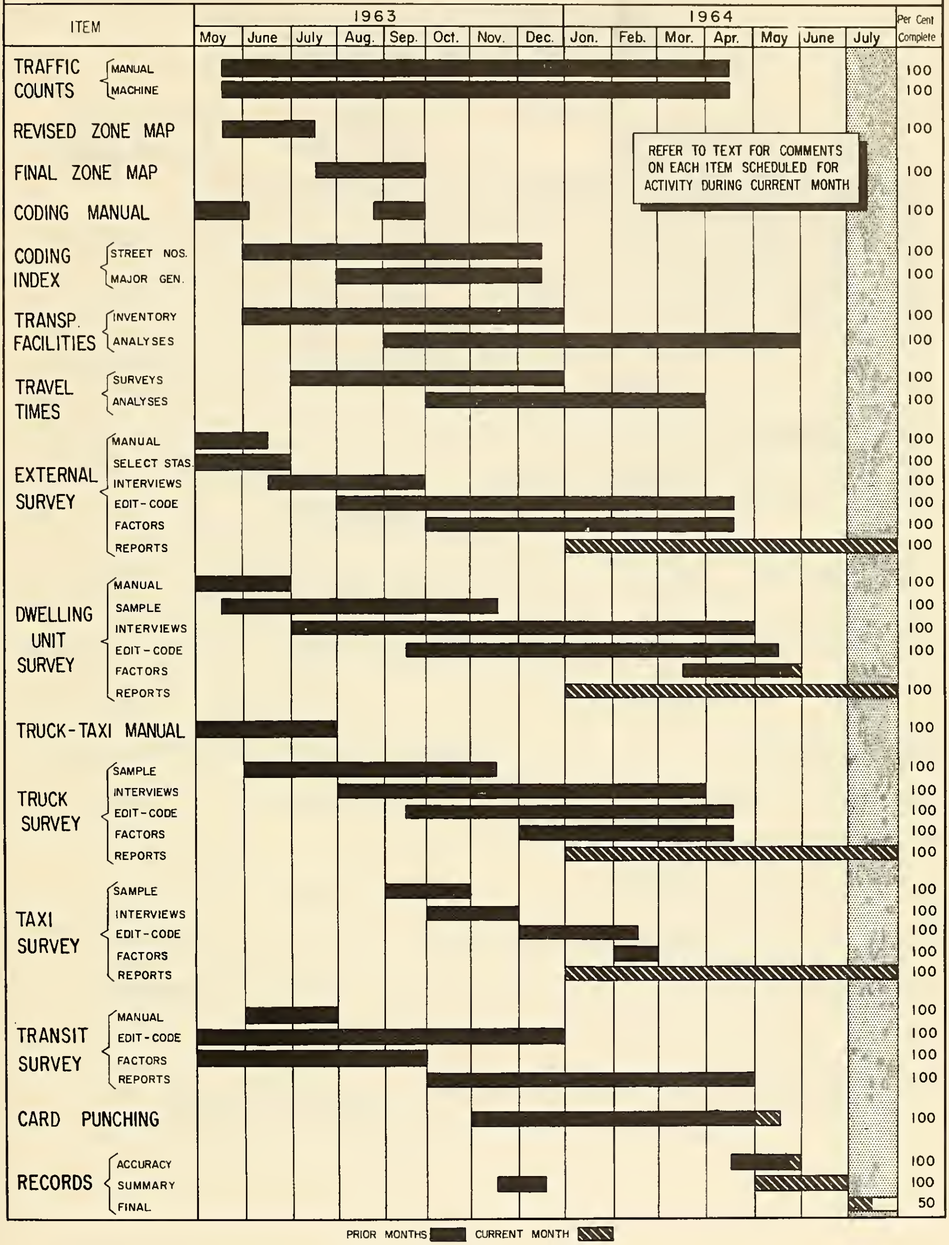
REFER TO TEXT FOR COMMENTS ON EACH ITEM SCHEDULED FOR ACTIVITY DURING CURRENT MONTH

* INCLUDES WORK DONE IN AUGUST, 1964

▭ INITIAL SCHEDULE ⬚ ACTUAL PROGRESS

FIGURE 3

ACCUMULATIVE PROGRESS REPORT — JULY, 1964



Wilbur Smith and Associates BOSTON REGIONAL PLANNING PROJECT FIGURE 4

Table 1

PROCEDURAL MATERIALS PROVIDED BOSTON REGIONAL PLANNING PROJECT

DESCRIPTION	MONTH SUBMITTED	APPROXIMATE NO. OF PAGES
Instruction Manuals (for conducting surveys)		
External-Cordon Survey	June 1963	27
Home Interview	Sept. 1963	59
Truck & Taxi Interview	Oct. 1963	37
Subtotal		123
Coding Manuals		
Dwelling-Unit, External-Cordon, Truck, and Taxi Surveys	April 1964	98
Transit Postcard Survey (Two Volumes)	May 1964	466
Inventories and Characteristics of Transportation Facilities(1)	July 1964	93
Subtotal		657
Coding Indices		
Street Coding Index	March 1964	480
Major Generator Index	May 1964	348
External Traffic Zones	March 1964	12
Subtotal		840
TOTAL PAGES		1,620

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(1) Includes instructions for conducting inventories.

Table 2

COMPUTER TAPES PROVIDED BOSTON REGIONAL PLANNING PROJECT

DESCRIPTION	NUMBER	ESTIMATED RECORD COUNT	NUMBER OF TAPES(1)
Highway Inventories - 1 x 84(2)			
Physical Characteristics	12	6,332)	2
Usage and Performance	17	4,255)	
Dwelling-Unit Survey - 10 x 84			
Dwelling-Unit Summary	01	38,756	2
Person Summary	00	117,062	2
Person Trip Record	02	301,263	6
Special Trip Reports	07	15,790	2
Truck and Taxi Surveys - 10 x 84			
Truck Trip Reports	04	74,986	2
Taxi Trip Reports	05	20,149	2
External-Cordon Survey 10 x 84			
External Trip Reports	03	131,693	2(3)
Transit Postcard Survey 10 x 84			
Transit Trip Reports	21, 22, 24, 27	88,323	2(4)
TOTAL(5)		798,609	22

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(1) Includes one "record" copy and one "working" copy of each tape. See Appendix I, page 96A, for card layouts.

(2) Highway Inventory Cards 12 and 17 are listed on the same tape, with data separated into two files for each card.

(3) At 800 BPI. All other tapes are at 556 BPI.

(4) Transit trip reports merged onto one tape, without groupings by card number.

(5) Excludes Traffic Subzone Comparison Index (1,775 records) and Traffic Zone Comparison Index (626 records).

inventories of highway and public mass transportation facilities. Chapter 3 describes trip making in the Boston Region, developed from dwelling-unit, truck and taxi, and external-cordon surveys. Chapter 4, using the same sources, discusses existing travel patterns. Chapter 5 is devoted to characteristics of transit usage, based upon the transit postcard survey.

These portions of the report collectively discuss travel characteristics of Planning Area residents and use of existing transportation systems. Pertinent dwelling-unit statistics, trip purposes, vehicle occupancy, parking, and truck-trip characteristics are summarized. Data are presented on existing taxi, truck and transit travel patterns. Travel desires are illustrated and discussed by major movement classifications, such as internal town to internal town or subarea of Boston, external-cordon station to internal town, and external-cordon station to external-cordon station. Trip densities are illustrated and discussed, covering person-trips by all modes, transit person-trips, all vehicle trips, and truck trips, on the basis of trip-ends per square mile for cities or towns with significantly high generation.

In the appendix of this report are detailed tabulations covering person and vehicle trip volumes, which have been used in composing most of the text of the report. These tabulations, specified by the Bureau of Public Roads, will provide many of the detailed statistics needed for subsequent analysis and projections beyond the scope of this report.

Also included in the appendix is a detailed description of study methodology. This includes means of selecting, obtaining, summarizing, and processing travel-pattern information, for the various surveys. Electronic data-processing techniques, contingency checks of field data, factoring and accuracy checks are also described.

Chapter 2

REGIONAL TRAVEL FACILITIES

No metropolitan region can plan its future transport system without giving full consideration to those existing elements which must be incorporated in the long-range plan. The existing street, highway and rail networks, and their related terminal facilities, constitute the physical plant over which automobiles, trucks, buses, streetcars, rapid transit, and commuter railroad trains operate.

Performance characteristics of existing facilities are, therefore, of major importance in appraising their role and function in the region's transportation system. Some of the pertinent relationships are summarized in this chapter.

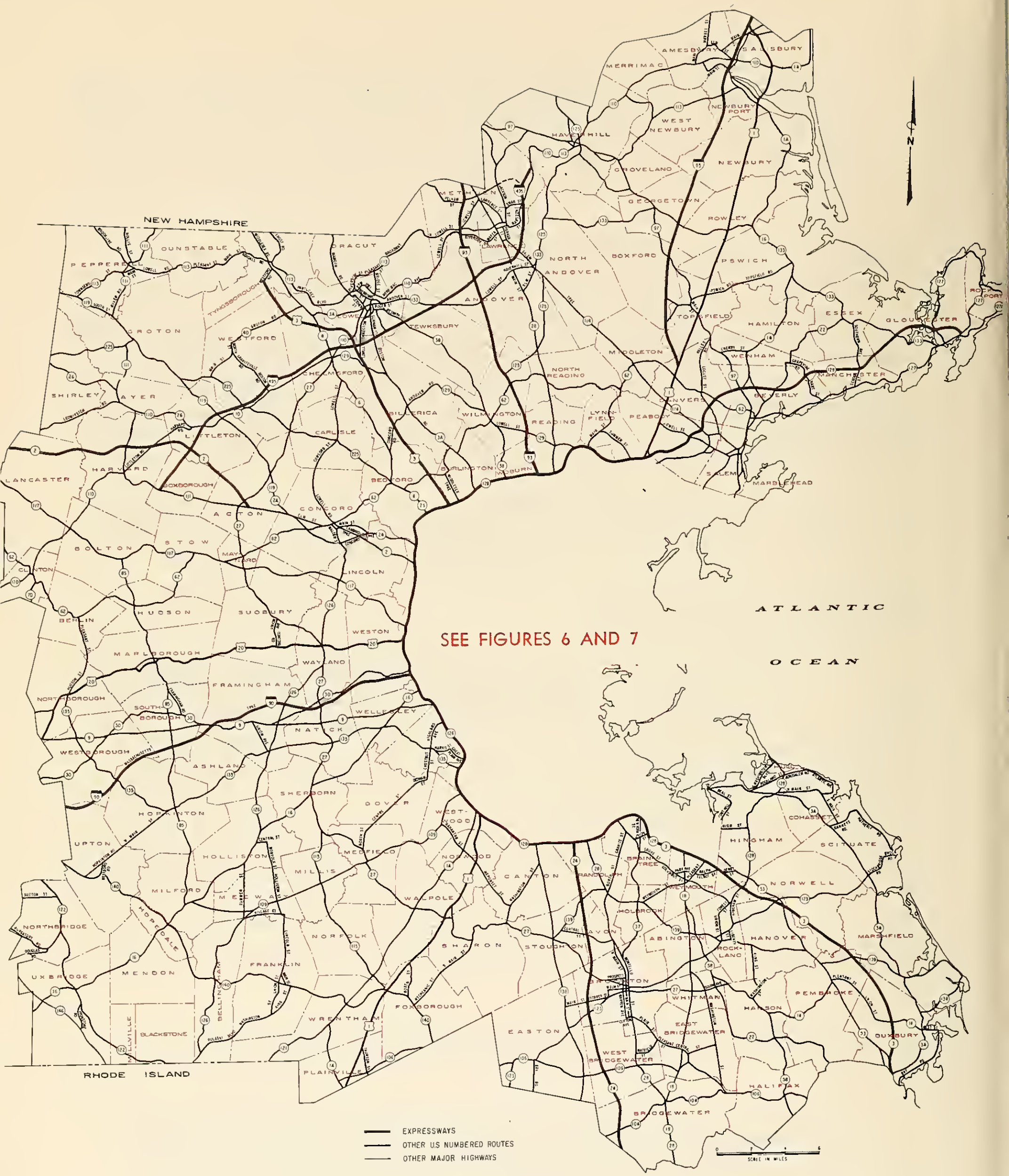
THE BASIC HIGHWAY SYSTEM

The Planning Area's basic highway system includes a wide variety of facilities. Some streets -- as found in Boston and other central cities -- are an inheritance from colonial days, and better suited to the pedestrian than the private motor vehicle. Other facilities -- such as Interstate highways -- are among the nation's most modern and efficient roadways.

The basic highway system of the Planning Area is illustrated in Figures 5, 6, and 7. This system provides access to all parts of the City, surrounding communities, rural fringe, and beyond. Well developed and continuous radial routes leading from downtown Boston into adjacent suburban areas are a consequence of historic growth patterns. Cross-town and circumferential facilities, in contrast, are generally limited in design continuity and capacity.

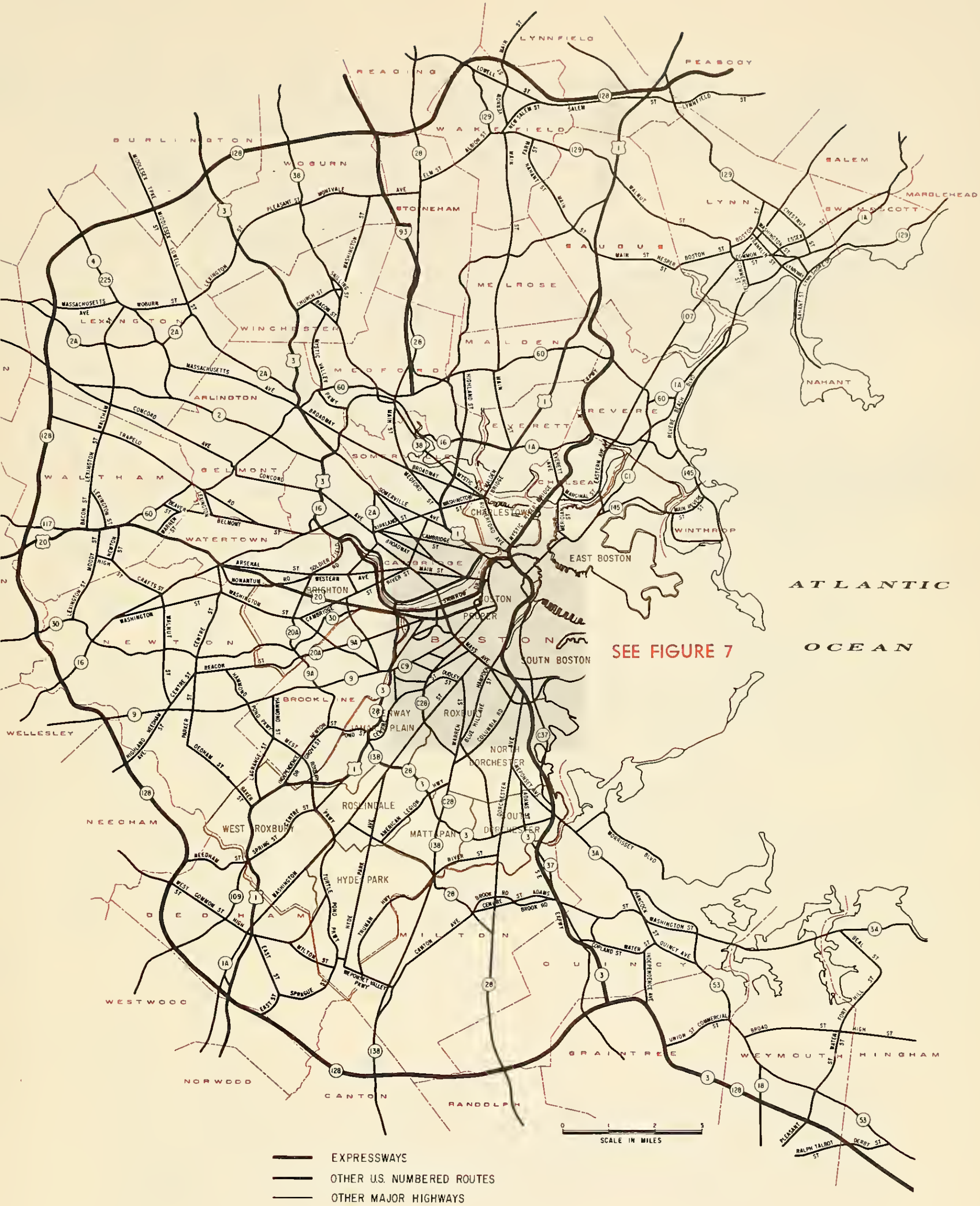
Superimposed on the regional highway system is a series of secondary radial street networks focusing on regional subcenters.

Several specialized, high-capacity roadway facilities presently dominate the basic highway system within certain principal corridors. The Fitzgerald, Southeast, and Fall River Expressways, together with the Revere Beach, Alewife,



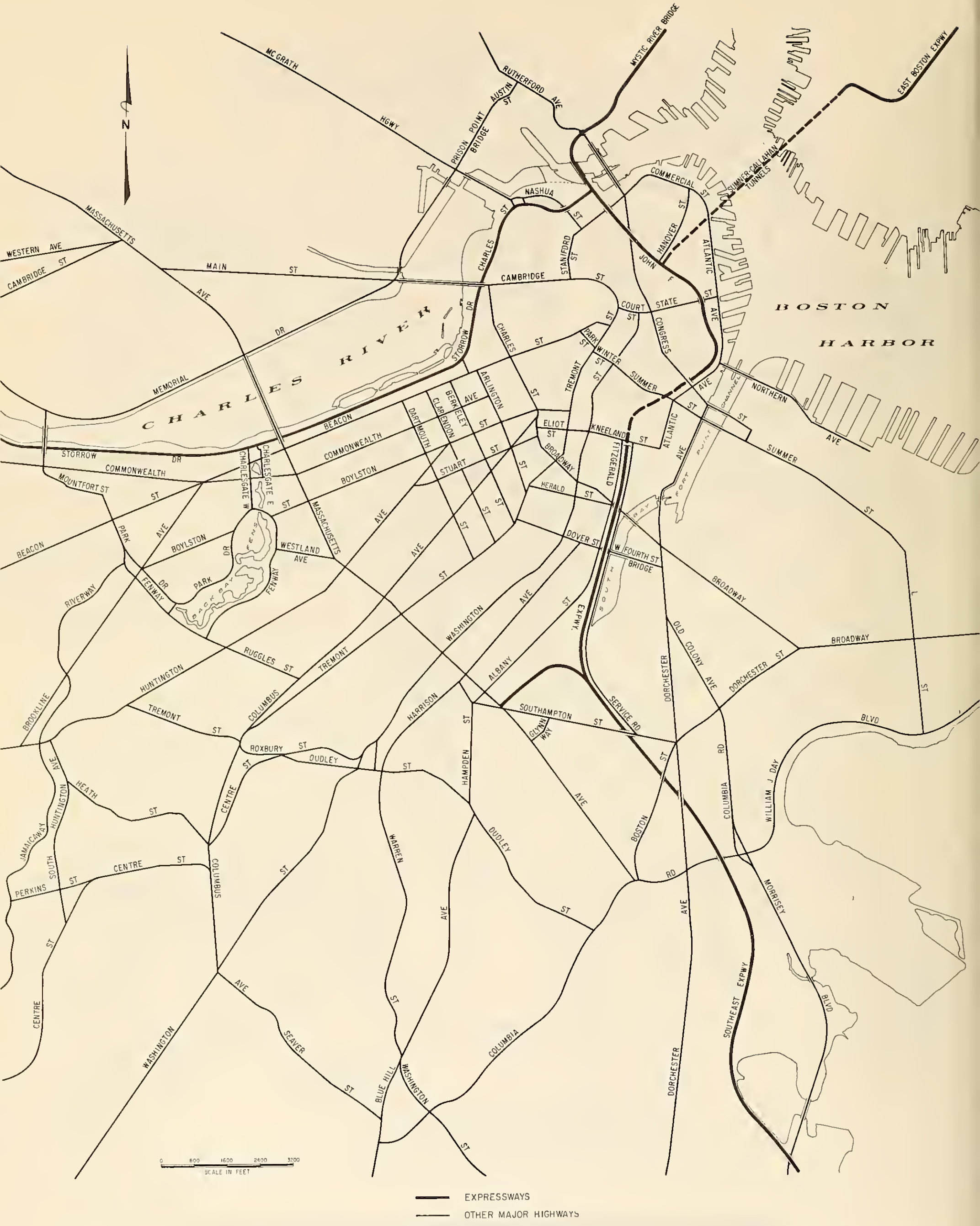
1963 BASIC HIGHWAY SYSTEM, OUTSIDE ROUTE 128

FIGURE 5



1963 BASIC HIGHWAY SYSTEM, WITHIN ROUTE 128

FIGURE 6



1963 BASIC HIGHWAY SYSTEM, CENTRAL BOSTON

FIGURE 7

VFW, and Fellsway Parkways, plus Storrow and Memorial Drives, are among such facilities. Other dominating roadways include Routes 1, 2, 3, 9, and 128, the McClellan Highway, the Massachusetts Turnpike, as well as the Mystic River Bridge and its connections.

Administrative and Financial Classifications

The 3,800-mile basic highway system of the Planning Area is classified by administrative and financial categories in Table 3. From an administrative standpoint, local roads constitute over 72 per cent of total system route mileage, with state highways next in importance with almost 23 per cent. Interstate and Metropolitan District Commission (M.D.C.) routes amount to about three per cent each.

On the basis of financial responsibility, Federal-aid Primary, and Federal-aid Secondary route mileage amount to 22 and 26 per cent, respectively. Interstate and Federal-aid mileage collectively constitute a little over half of the Planning Area's basic highway system.

Driving Times(1)

Driving times from Downtown Boston to all parts of the Planning Area are shown in Figure 8 for typical off-peak travel conditions. Most of the area within Route 128 from Lynn to Quincy was encompassed by a 30-to-35 minute time zone. Brockton, Framingham, and Lawrence were about 50 minutes from the downtown area.

The driving time contours clearly reflect the high-quality off-peak traffic services provided by the controlled access highways currently in operation. Along every expressway, they extend outward to encompass wide areas. This is a clear demonstration of the regional accessibility advantages of a complete express highway network.

In Figure 9, evening peak-hour driving times from Boston are portrayed. Effects of heavy concentrations of peak-hour

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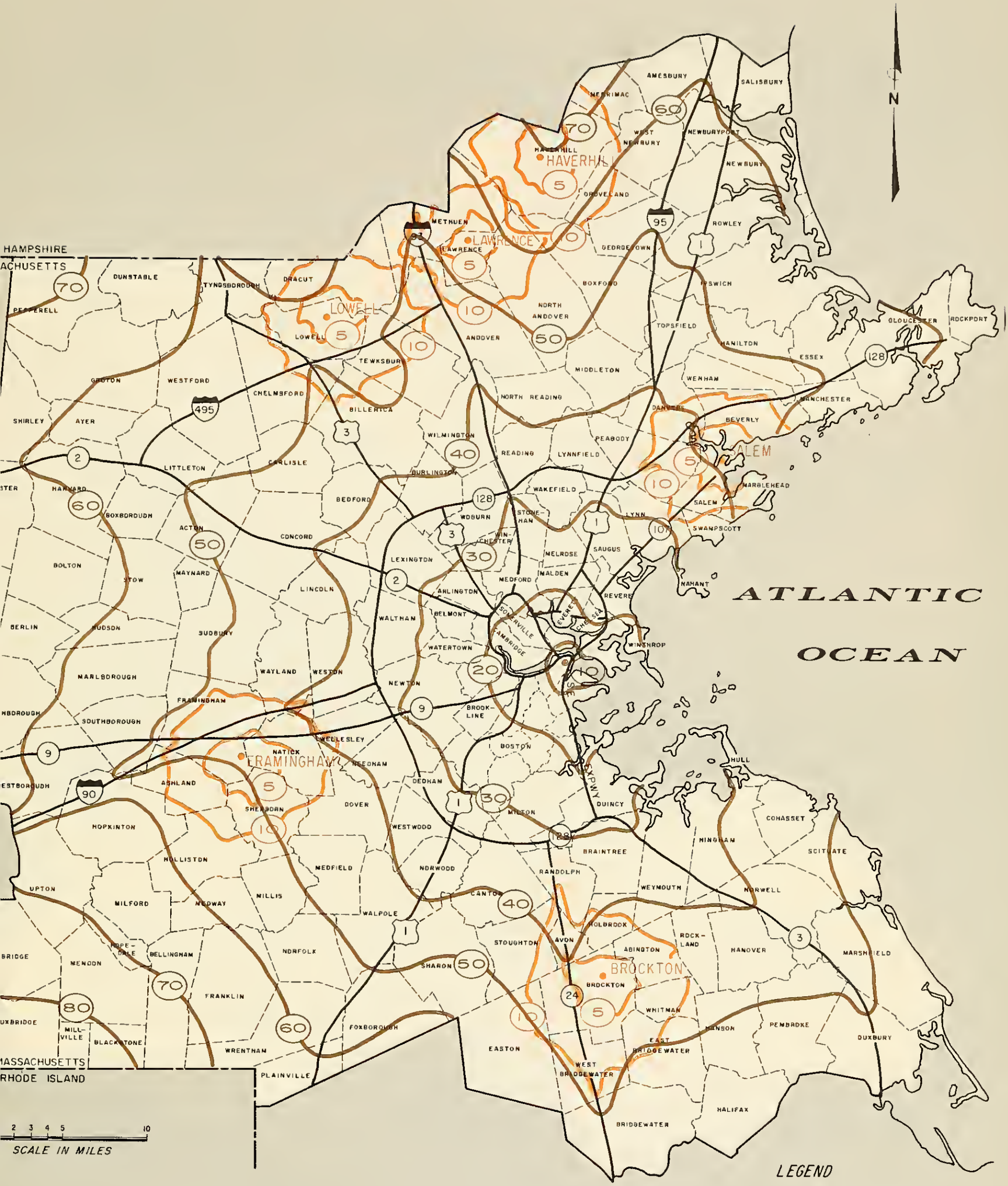
(1) Evaluations of highway driving times, traffic volumes, and volume-capacity data reported herein are based upon extensive field studies conducted during 1963 and 1964, prior to opening of the Massachusetts Turnpike Extension into Downtown Boston, occurring in February, 1965. As a consequence, field data and related analysis reflect Turnpike construction in or near Boston, which frequently interfered with "normal" traffic flows.

Boston Regional Planning Project

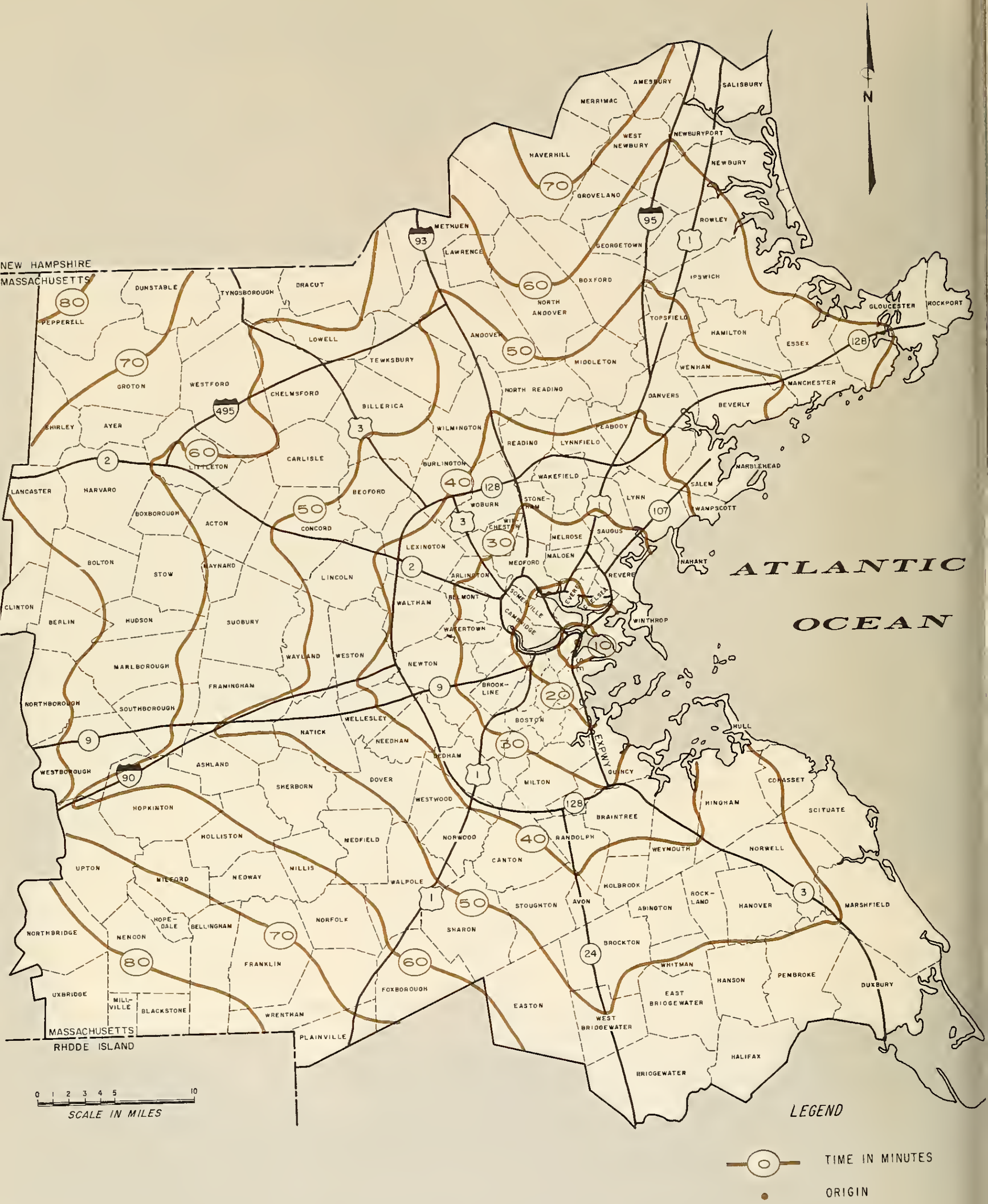
Table 3

1963 BASIC HIGHWAY SYSTEM MILEAGE CLASSIFIED BY ADMINISTRATIVE AND FINANCIAL RESPONSIBILITY

FINANCIAL CLASSIFICATION	ADMINISTRATIVE CLASSIFICATION					
	Interstate	State Highways	M.D.C. Routes	Local Routes	TOTAL	PER CENT
Interstate	95.3	--	--	--	95.3	2.5
Federal-aid Primary	--	616.4	7.2	201.3	824.9	21.8
Federal-aid Secondary	--	193.6	7.5	797.1	998.2	26.3
All Other	--	41.2	86.7	1,744.0	1,871.9	49.4
TOTAL	95.3	851.2	101.4	2,742.4	3,790.3	100.0
PER CENT	2.5	22.5	2.7	72.3	100.0	



1963 OFF-PEAK DRIVING TIMES FROM BOSTON PROPER AND OTHER MAJOR CENTERS



1963 P.M. PEAK DRIVING TIMES FROM BOSTON PROPER

FIGURE 9

travel on the basic highway system within the region's core are apparent -- driving times from Boston Common to Route 128 are 15 to 20 per cent greater than during midday.

Traffic Volumes

The relative importance and usage of the regional road network are reflected by the daily and peak-hour traffic flow patterns. The 1963 daily traffic volumes on the basic highway system in the Planning Area are graphically depicted in a series of three maps -- Figures 10, 11, and 12. (Volumes are portrayed by bands of varying width which are relatively proportionate to roadway flows.) These flow diagrams illustrate how traffic is distributed on existing roadways; the greatest traffic volumes are shown on approaches to key focal points.

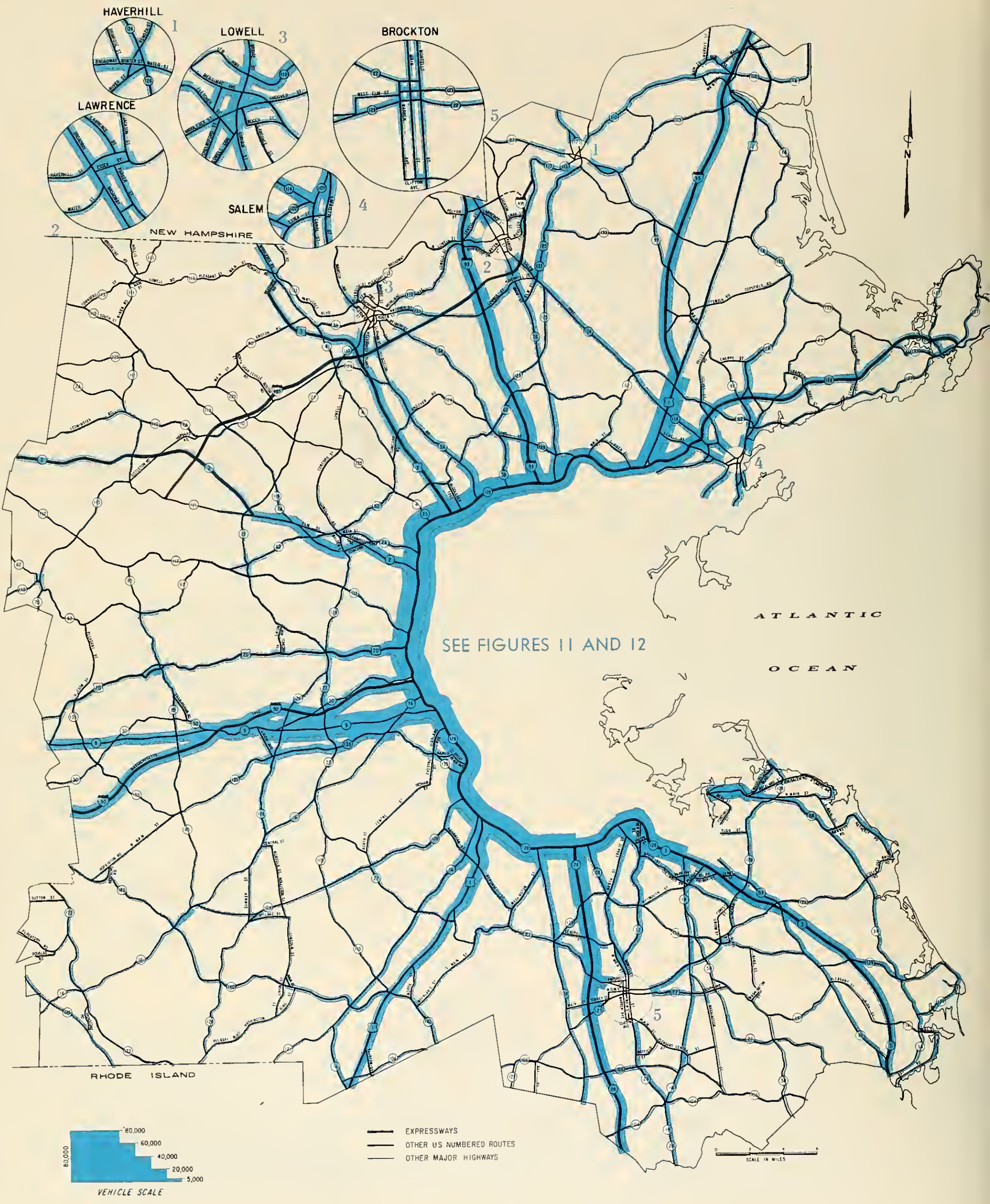
The heaviest movements in the region take place on the expressway system. Traffic flows exceed 100,000 vehicles per day on the Central Artery, 85,000 vehicles per day on Storrow Drive, and 70,000 on the Southeast Expressway. Volumes exceed 50,000 vehicles per day on some sections of Route 128, and 40,000 vehicles per day on many major roadways including Routes 1, 3-16, and 9.

On an area basis, average weekday volumes on major streets in Downtown Boston range from 9,000 to 35,000 vehicles. In Downtown Lowell, daily traffic volumes vary from 10,000 to 28,000 vehicles; in Downtown Brockton, average daily volumes between 8,000 and 15,000 vehicles are common. On major arterials in the central portion of Salem, daily traffic volumes range from 7,000 to 23,000 vehicles. Comparable volumes may be found in Lawrence and Haverhill. In more sparsely settled towns on the periphery of the Planning Area, traffic volumes on arterial highways are generally less than 6,500 vehicles per day.

Vehicle Usage by Route Classification - Vehicle usage of the basic highway system, by administrative and financial classification, is shown in Table 4. Local routes handle over 46 per cent of average daily 1963 vehicle miles, followed by state highways with 40 per cent. Interstate and M.D.C. routes each handle about seven per cent.

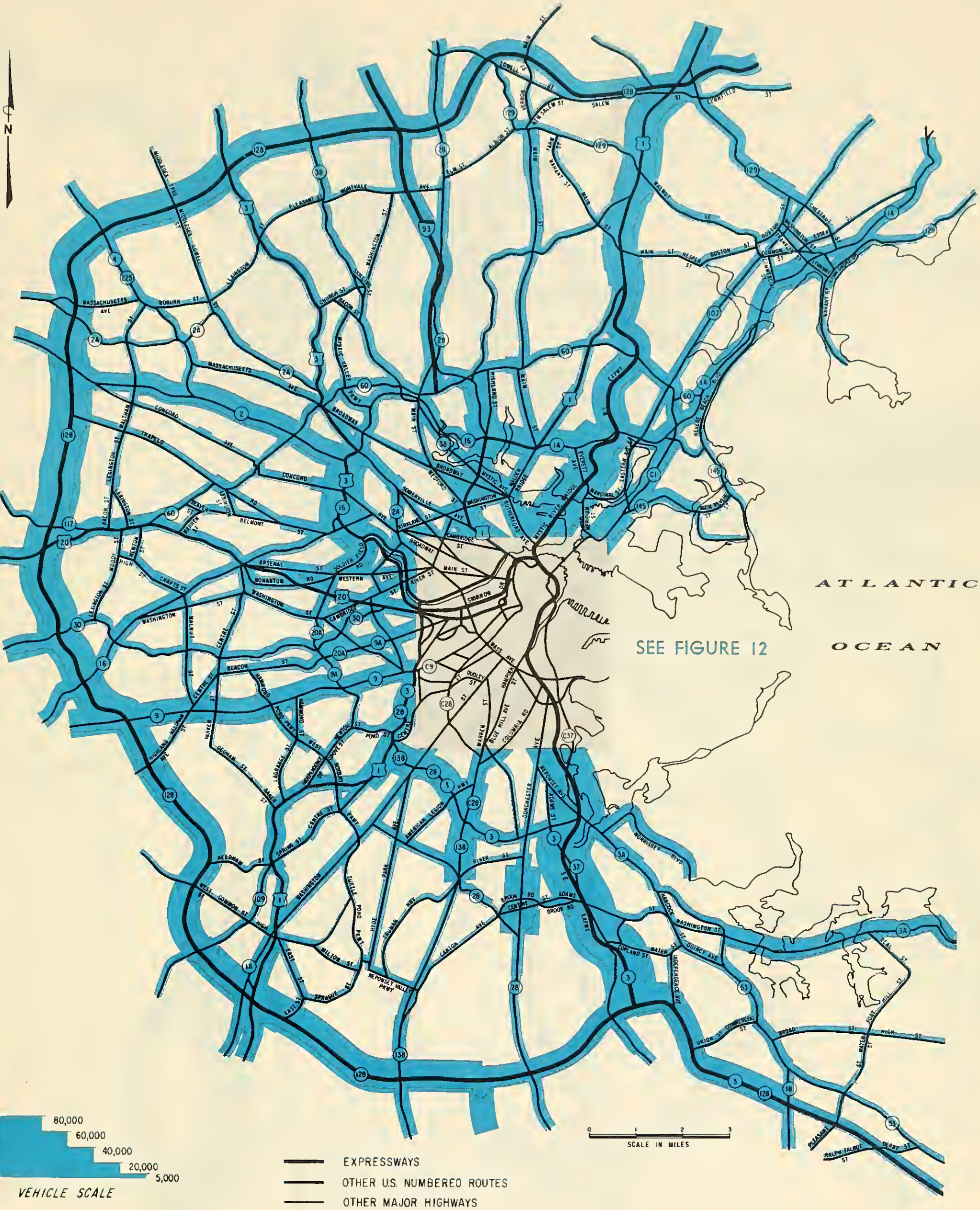
Federal-aid Primary, and Federal-aid Secondary routes accommodate 42 and 19 per cent, respectively, or about 61 per cent when combined.

Average weekday traffic volumes per mile of route by administrative and financial classification are shown in Table 5. Interstate and M.D.C. routes, on the average, are the most



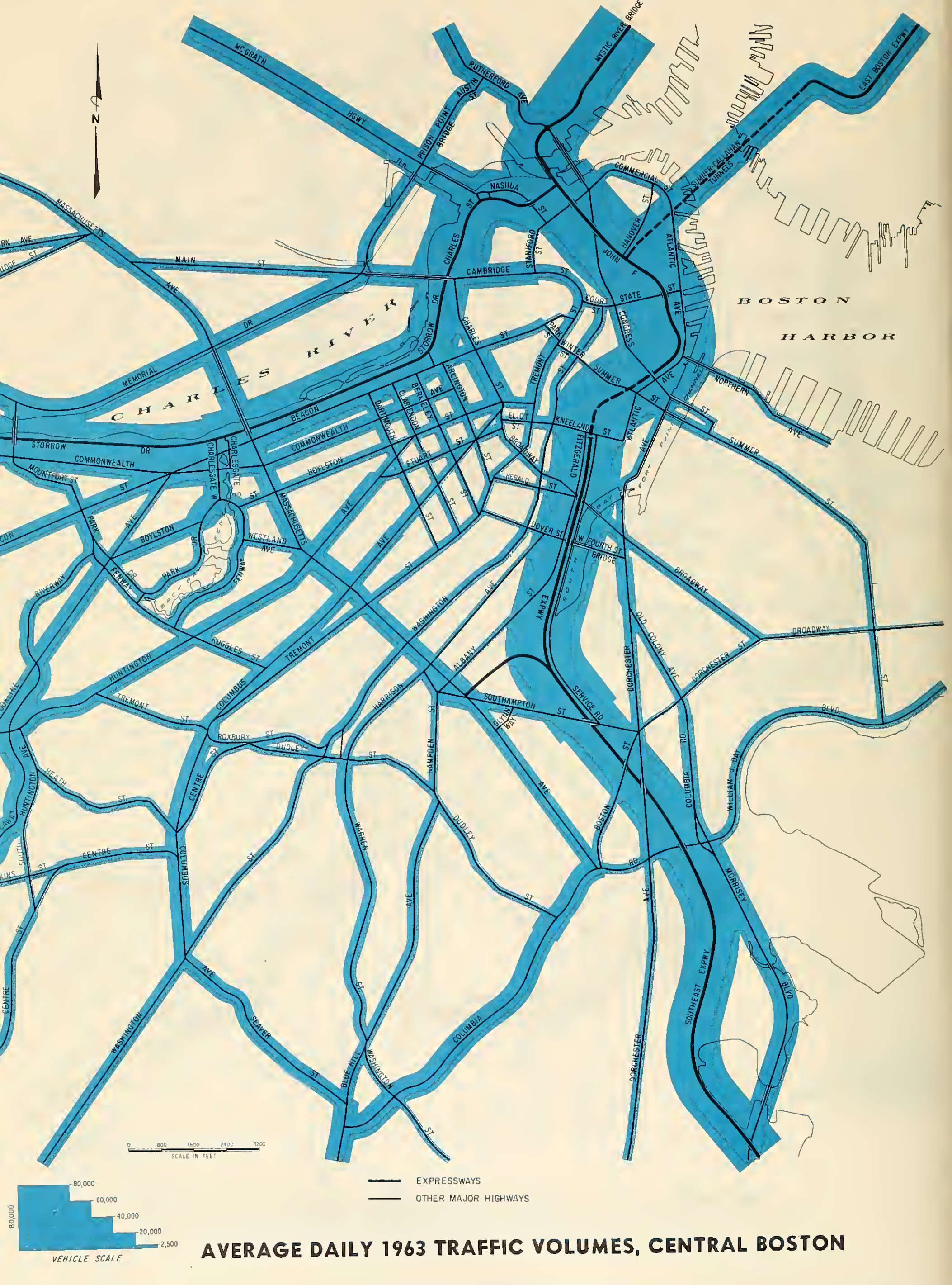
AVERAGE DAILY 1963 TRAFFIC VOLUMES, OUTSIDE ROUTE 128

FIGURE 10



AVERAGE DAILY 1963 TRAFFIC VOLUMES, WITHIN ROUTE 128

FIGURE 11



AVERAGE DAILY 1963 TRAFFIC VOLUMES, CENTRAL BOSTON

Boston Regional Planning Project

Table 4

AVERAGE DAILY VEHICLE MILES BY SYSTEM CLASSIFICATION
Basic Highway System -- 1963

FINANCIAL CLASSIFICATION	ADMINISTRATIVE CLASSIFICATION				TOTAL	PER CENT
	Interstate	State Highways	M.D.C. Routes	Local Routes		
		(thousands)				
Interstate	1,820	--	--	--	1,820	6.5
Federal Aid Primary	--	9,520	190	2,100	11,810	42.4
Federal Aid Secondary	--	1,330	130	3,920	5,380	19.3
All Other	--	320	1,640	6,900	8,860	31.8
TOTAL	1,820	11,170	1,960	12,920	27,870	100.0
PER CENT	6.5	40.1	7.0	46.4	100.0	

heavily travelled highways in the Boston region -- serving nearly 20,000 vehicles per mile of route per weekday. In contrast, local routes average less than 5,000 vehicles per mile of route each weekday.

Boston Regional Planning Project

Table 5

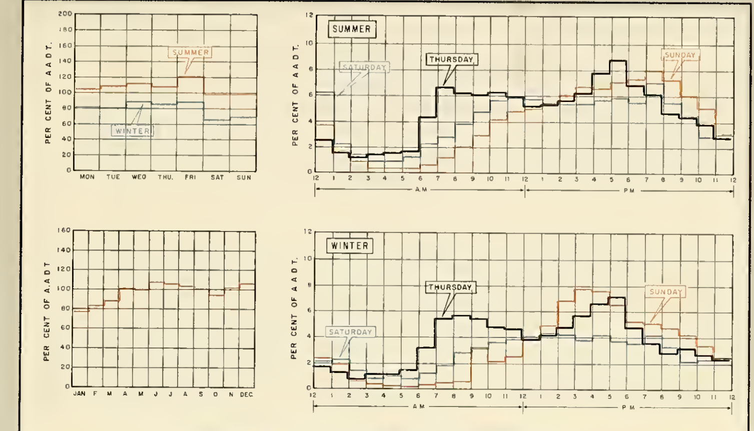
AVERAGE WEEKDAY TRAFFIC VOLUME PER MILE OF ROUTE
Basic Highway System -- 1963

	ADMINISTRATIVE CLASSIFICATION				
FINANCIAL CLASSIFICATION	Interstate	State Highways	M.D.C. Routes	Local Routes	ALL
		(thousands)			
Interstate	19.1	-	-	-	19.1
Federal-Aid Primary	-	15.4	26.4	10.4	14.3
Federal-Aid Secondary	-	6.9	17.3	4.9	5.4
All Other	-	7.8	18.9	4.0	4.7
ALL	19.1	13.1	19.3	4.8	7.3

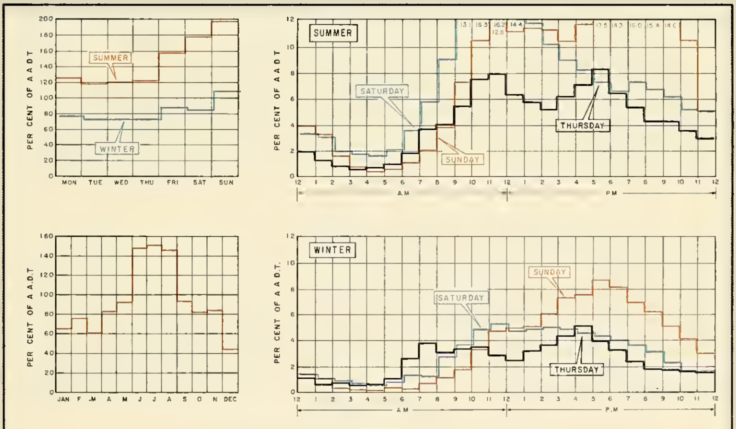
Traffic Volume Variations - If all travel within the Boston Metropolitan Region were uniformly distributed by hour of day, and day of week, many current problems due to congestion would not occur. But the attractions of activity centers and the movements of people vary throughout the hours of the day and by days of the week. These variation patterns become significant in appraising the functioning and adequacy of any roadway system.

To evaluate the extent of these variations, the traffic count information obtained by the DPW at permanent and major traffic counting stations was carefully reviewed. Hourly, daily and seasonal fluctuations were determined by geographic area and type of highway facility. Typical variation patterns are shown in Figures 13, 14, and 15.

As in other urban areas, these patterns suggest April and October as "average" months; Tuesday and Wednesday as average days. Peak-hour weekday volumes range from seven to 11 per cent of the daily total, Saturday volumes account for five to nine per cent of the daily total, and Sunday volumes from six



ROUTE 9 AT ASSABET RIVER BRIDGE

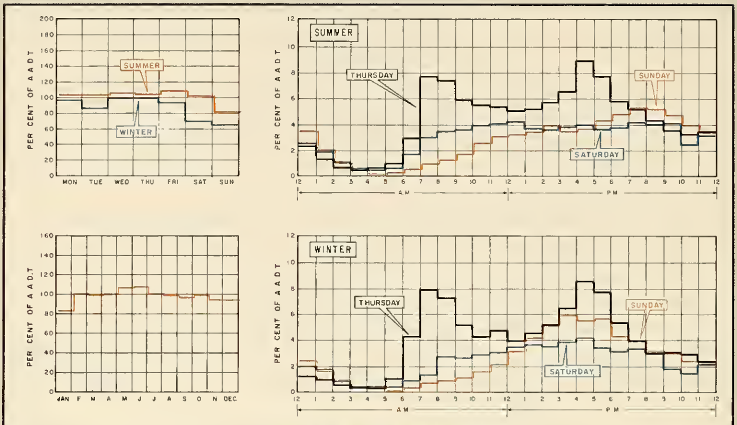


ROUTE 95, NORTH OF ROUTE 133

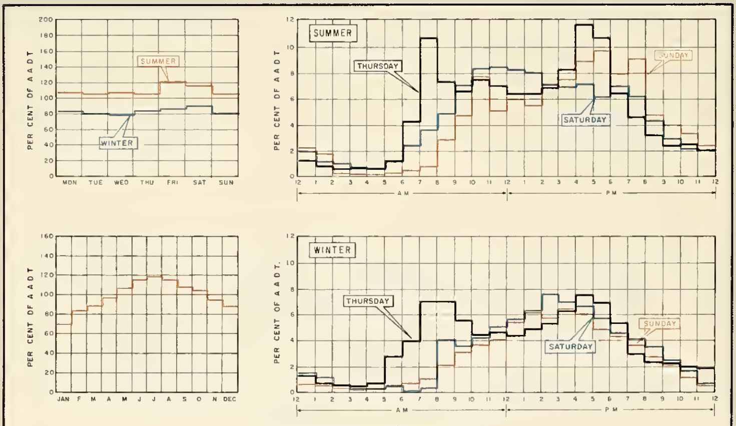
1963 HOURLY, DAILY, AND MONTHLY TRAFFIC VARIATIONS

WESTBOROUGH, GEORGETOWN

FIGURE 13



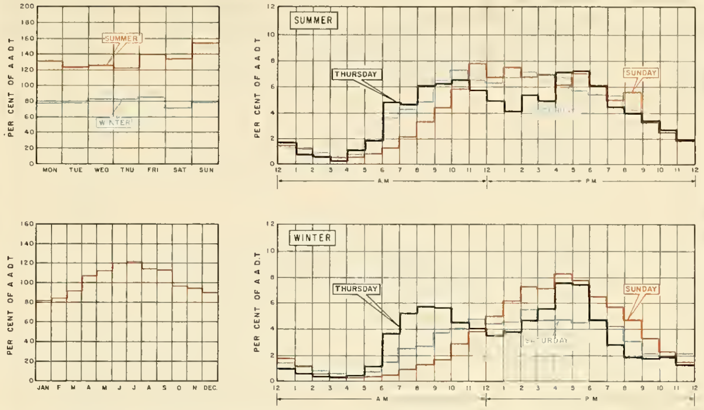
CHARLES RIVER BRIDGE



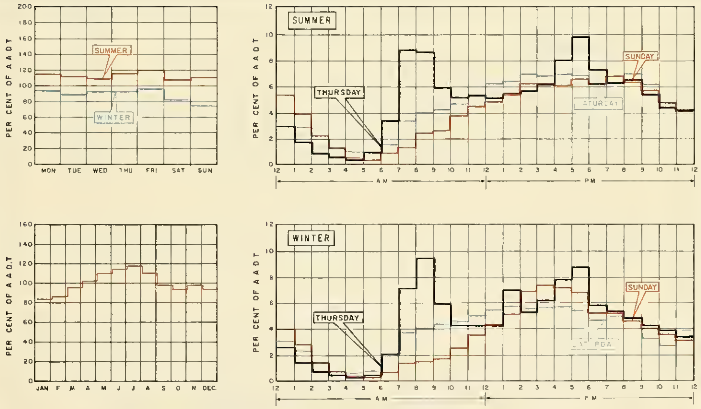
RTE. 128, AT RTE. 3A

1963 HOURLY, DAILY, AND MONTHLY TRAFFIC VARIATIONS

BOSTON-CENTRAL ARTERY, BURLINGTON



RTE. 24 AT BRIDGEWATER TOWNLINE



RTE. C-37, NORTH OF NEPONSET CIRCLE

1963 HOURLY, DAILY, AND MONTHLY TRAFFIC VARIATIONS

RAYNHAM, DORCHESTER

FIGURE 15

to 11 per cent. As shown in Table 6, the wide variations in peak-hour Sunday traffic along Route 128 reflect its use both for recreational and commuter travel.

Boston Regional Planning Project

Table 6

TRAFFIC VOLUME VARIATION PATTERNS
Selected Locations -- 1963

	PEAK-HOUR VOLUME AS PER CENT OF AVERAGE DAILY TRAFFIC	
DAY OF WEEK	Route 128, east of Route 3A, Burlington	Route C-37, north of Neponset, Dorchester
Saturday	8 - 9	5 - 7
Sunday	6 - 10	7 - 7
Weekdays	8 - 11	9 - 10

Operating Conditions

Traffic volumes provide a quantitative measure of roadway performance. They take on added significance when related to the qualitative aspects of the street net: accidents, speed-delay, and volume-capacity conditions.

Accident Experience - The Massachusetts Registry of Motor Vehicles compiles records on all accidents within the Commonwealth which result in fatalities, personal injuries, or property damage in excess of $200.

Trends in accident experience within the Planning Area are shown in Table 7. In 1963, there were 65,528 accidents involving 88,106 personal injuries. These represent a 14 per cent increase in accident frequency, and a 12 per cent rise in the number of personal injuries over those reported for 1960. With the cooperation of the Registry of Motor Vehicles, a special listing of 1963 accident data was prepared, relating to type of highway facility. This special breakdown is presented in Table 8.

Table 7

ACCIDENT TRENDS WITHIN PLANNING AREA
1960-1963

	1960	PER CENT CHANGE	1961	PER CENT CHANGE	1962	PER CENT CHANGE	1963
NUMBER OF ACCIDENTS:							
Fatal	363	+ 1.7	369	+ 7.3	396	- 1.3	391
Non-fatal	45,916	+ 2.4	47,003	+ 0.1	47,058	+ 7.6	50,635
Property Damage	11,031	+21.1	13,358	+ 3.2	13,787	+ 5.2	14,502
Total	57,310	+ 6.0	60,730	+ 0.8	61,241	+ 7.0	65,528
VEHICLE OCCUPANTS INJURED:							
Fatal	371	- 1.4	366	+20.2	440	- 2.7	428
Non-fatal	78,127	+ 2.1	79,737	+ 1.0	80,507	+ 8.9	87,678
Total	78,498	+ 2.0	80,103	+ 1.1	80,947	+ 8.8	88,106
PEDESTRIANS INJURED:							
Fatal	130	+17.7	153	+ 5.2	161	+11.2	143
Non-fatal	4,974	+ 2.6	5,104	- 8.3	4,682	- 0.7	4,652
Total	5,104	+ 3.0	5,257	- 7.9	4,843	- 1.0	4,795

Source: Massachusetts Registry of Motor Vehicles.

Boston Regional Planning Project

Table 8

1963 ACCIDENTS WITHIN THE PLANNING AREA BY TYPE OF HIGHWAY

	TYPE OF HIGHWAY					
	U.S. Routes	State Routes	M.D.C. Routes	City Streets	Other(1)	TOTAL
NUMBER OF ACCIDENTS:						
Fatal	25	121	24	212	8	390
Non-fatal	1,120	5,817	4,614	38,768	316	50,635
Property Damage	405	2,290	983	10,689	136	14,503
Total	1,550	8,228	5,621	49,669	460	65,528
VEHICLE OCCUPANTS INJURED:						
Fatal	29	133	27	229	9	427
Non-fatal	2,202	11,002	8,586	65,313	580	87,683
Total	2,231	11,135	8,613	65,542	589	88,110
PEDESTRIANS INJURED:						
Fatal	4	26	8	105	-	143
Non-fatal	20	156	141	4,332	3	4,652
Total	24	182	149	4,437	3	4,795

Source: Massachusetts Registry of Motor Vehicles.

(1) Includes toll highways, the Mystic River Bridge, and roads within airport facilities.

Considering the entire Planning Area, 1963 accidents averaged six per 100 autos owned and 18 per 1,000 population. However, as shown in Table 9, there are significant variations by city size. Boston, for example, has twice the accident involvement per auto, over-all, compared with other communities; this is a result of great concentration of travel within the city, by persons whose cars are registered in surrounding towns, compounded by consistently greater congestion than elsewhere within the Planning Area.

Speed - Patterns of operating speed, shown in Figures 16, 17, and 18, reaffirm this hypothesis within the region; speeds are highest in fringe areas, and generally diminish as routes proceed to the core. Speeds in rural portions of the metropolitan area generally exceed 25 miles per hour, those in central Boston and other metropolitan centers are consistently less than 15 miles per hour.

Speeds also vary by type of facility. Expressway speeds exceed 55 miles per hour in outlying parts of the region, 40 miles per hour in suburban areas, and 25 miles per hour in central Boston. Primary arterial speeds exceed 40 miles per hour in rural sectors, 25 miles per hour in suburban communities, and 15-25 miles per hour in built-up areas.

Volume-Capacity Comparisons - The relationship of practical capacities to peak-hour volumes provides a measure of roadway system adequacy. Volume-capacity relationships within the basic highway system are controlled by physical features (narrow bridges or pavements, steep or tortuous alignments) or traffic regulatory devices (signals, stop-signs, and speed controls) which are located at comparatively few points along each road and which impose a direct restraint upon relatively little mileage in the entire system. By their strategic location, however, these choke points effectively monitor traffic flows on many miles of route. Therefore, evaluations on an area-wide basis tend to show relatively fewer capacity-deficient sections of roadway.

Figures 19, 20, and 21 show volume-capacity relationships throughout the basic highway system. Each segment of route has been color-coded to indicate the ratio of average peak-hour traffic (in the direction of heaviest flow) to the calculated one-way capacity of the highway segment. With this presentation, it is possible to generally identify roads used to less than half their capacity, those used at more than half but less than full capacity, and those which approach or lack capacity to conveniently serve all peak-hour demand. Most capacity deficiencies develop (1) where routes converge, (2) at multi-approach intersections, (3) where street widths

Boston Regional Planning Project

Table 9

1963 PLANNING AREA ACCIDENTS RELATED TO VEHICLE OWNERSHIP AND POPULATION

POPULATION RANGE	NUMBER OF COMMUNITIES	TOTAL ACCIDENTS(1)	
		Per 100 Autos Owned	Per 1,000 Population
Under 5,000	35	4.3	16.2
5,000 to 10,000	34	4.0	14.1
10,000 to 20,000	34	4.1	13.5
20,000 to 50,000	33	5.3	17.2
50,000 to 105,000	15	6.5	19.0
City of Boston	1	11.7	23.8
TOTAL PLANNING AREA	152	6.2	18.3

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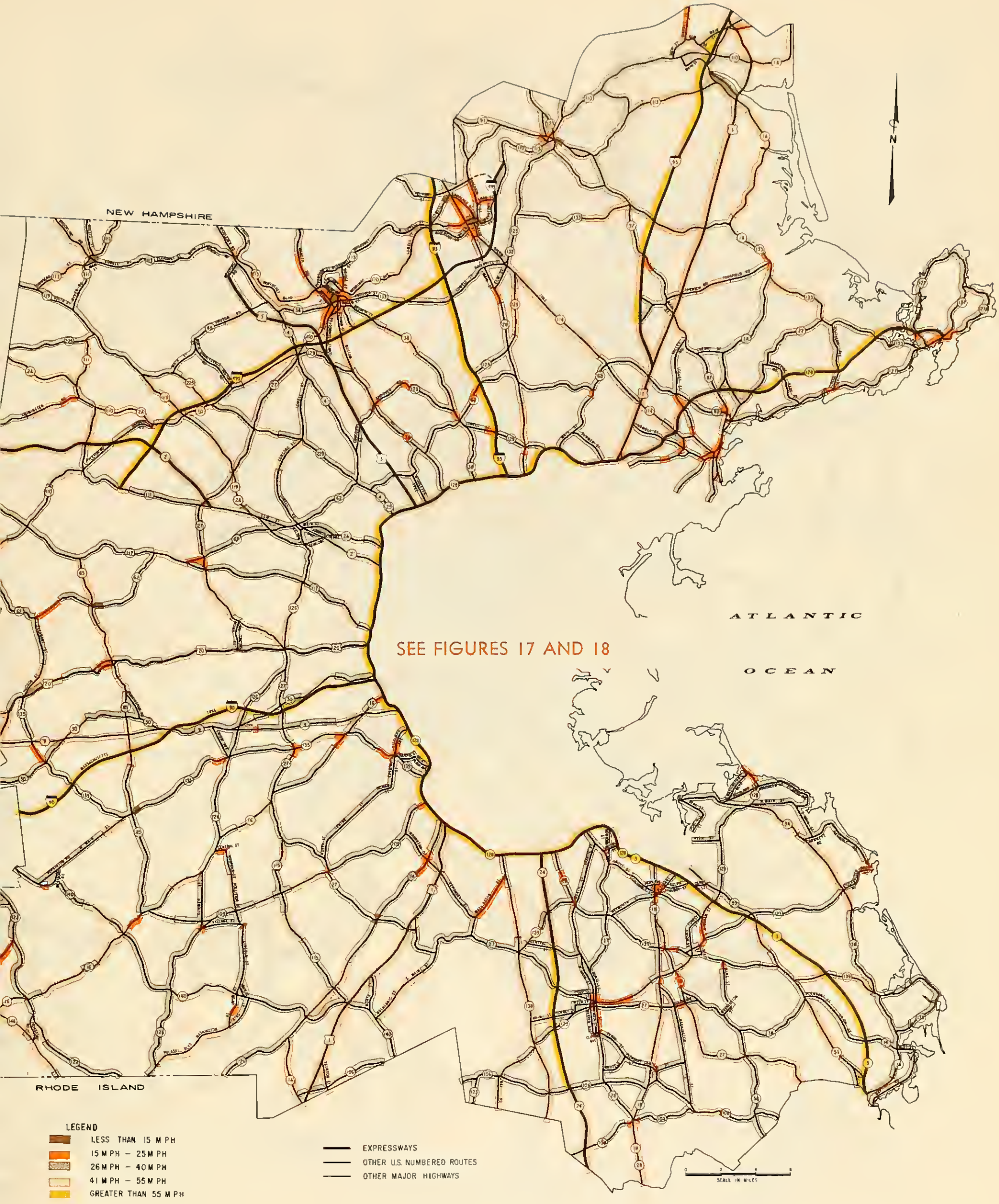
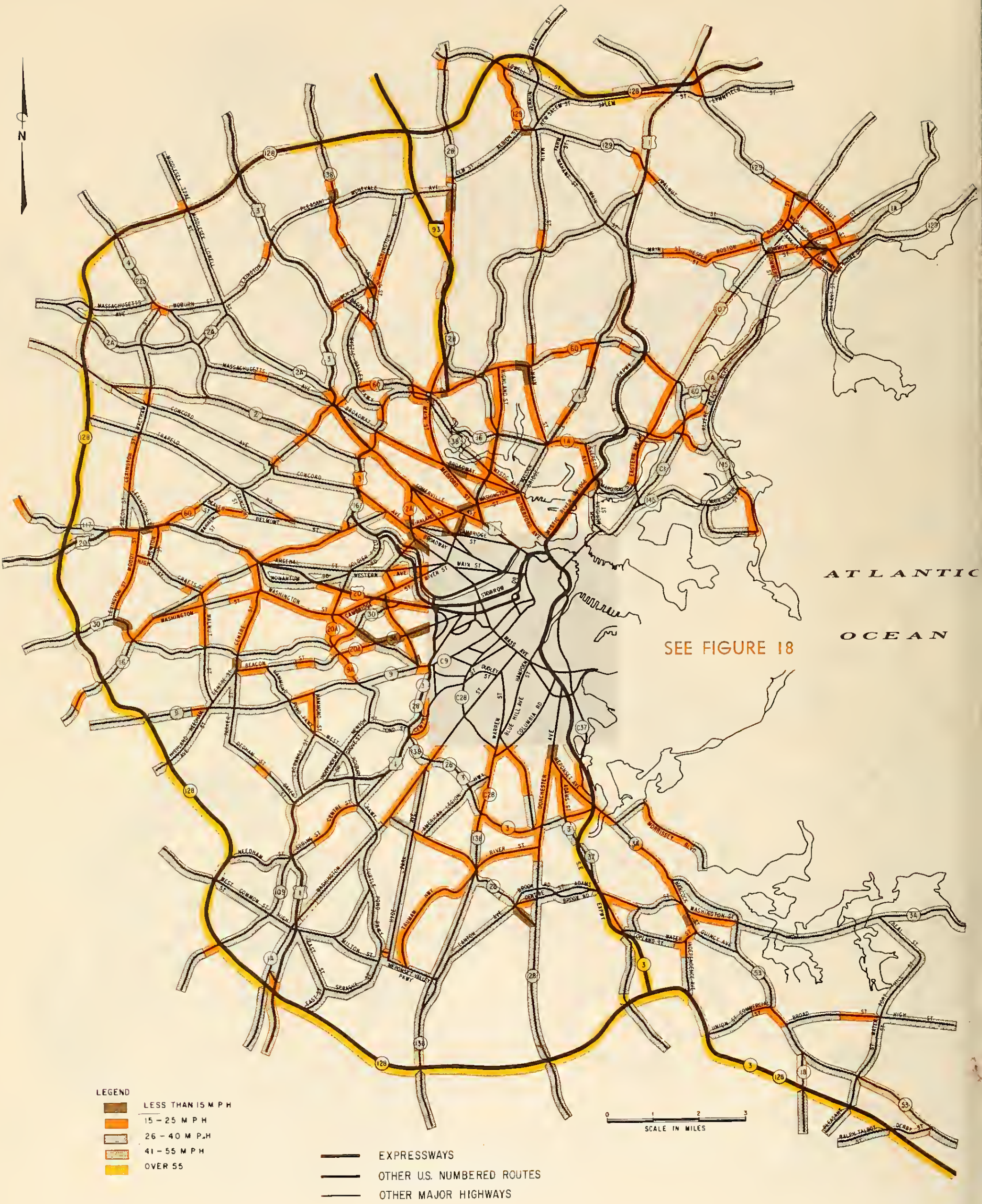
(1) Based on 1963 motor vehicle accidents provided by the Massachusetts Registry of Motor Vehicles, and number of cars owned and persons residing within Planning Area communities, as developed in the Dwelling-Unit Survey.

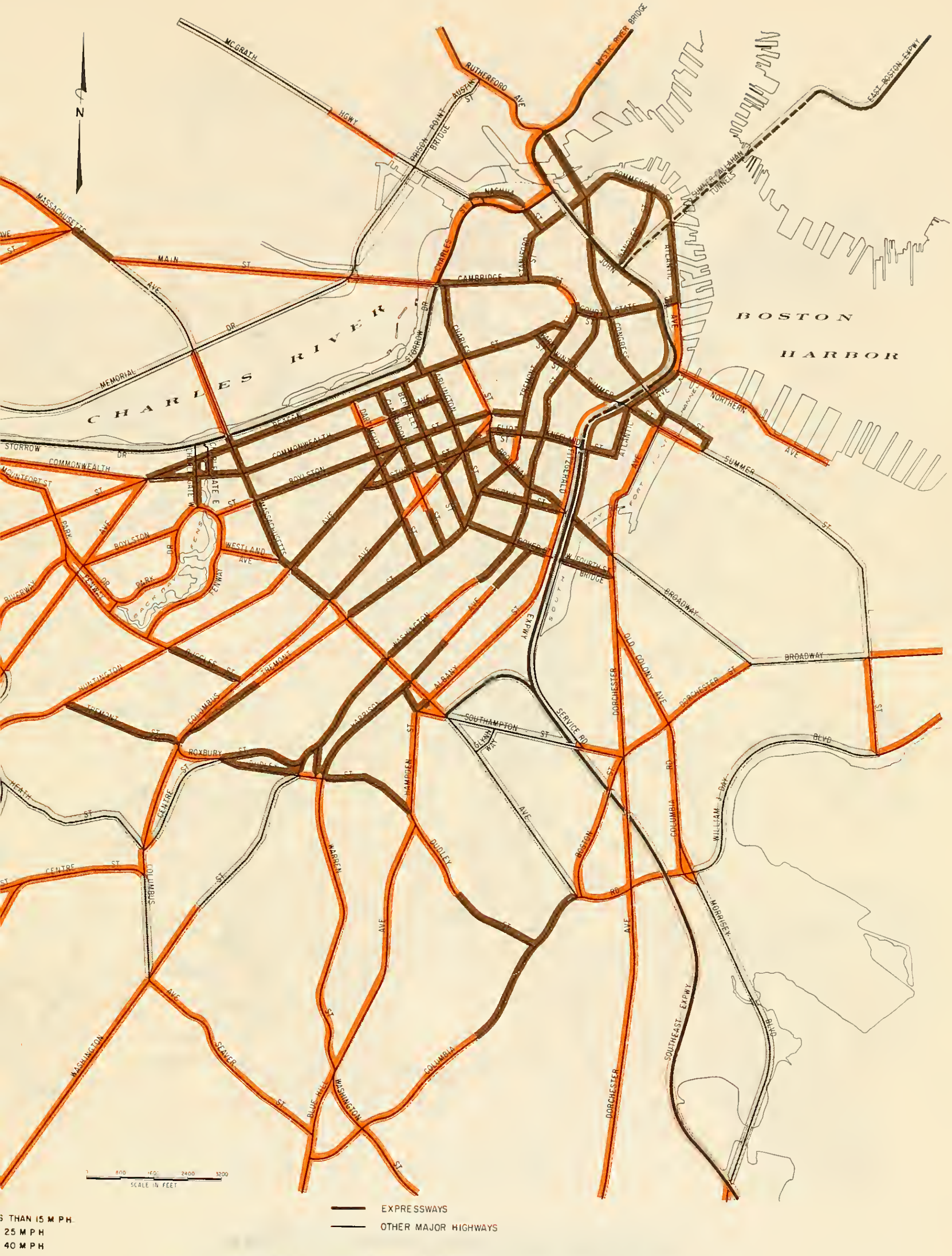


1963 OFF-PEAK TRAVEL SPEEDS, OUTSIDE ROUTE 128

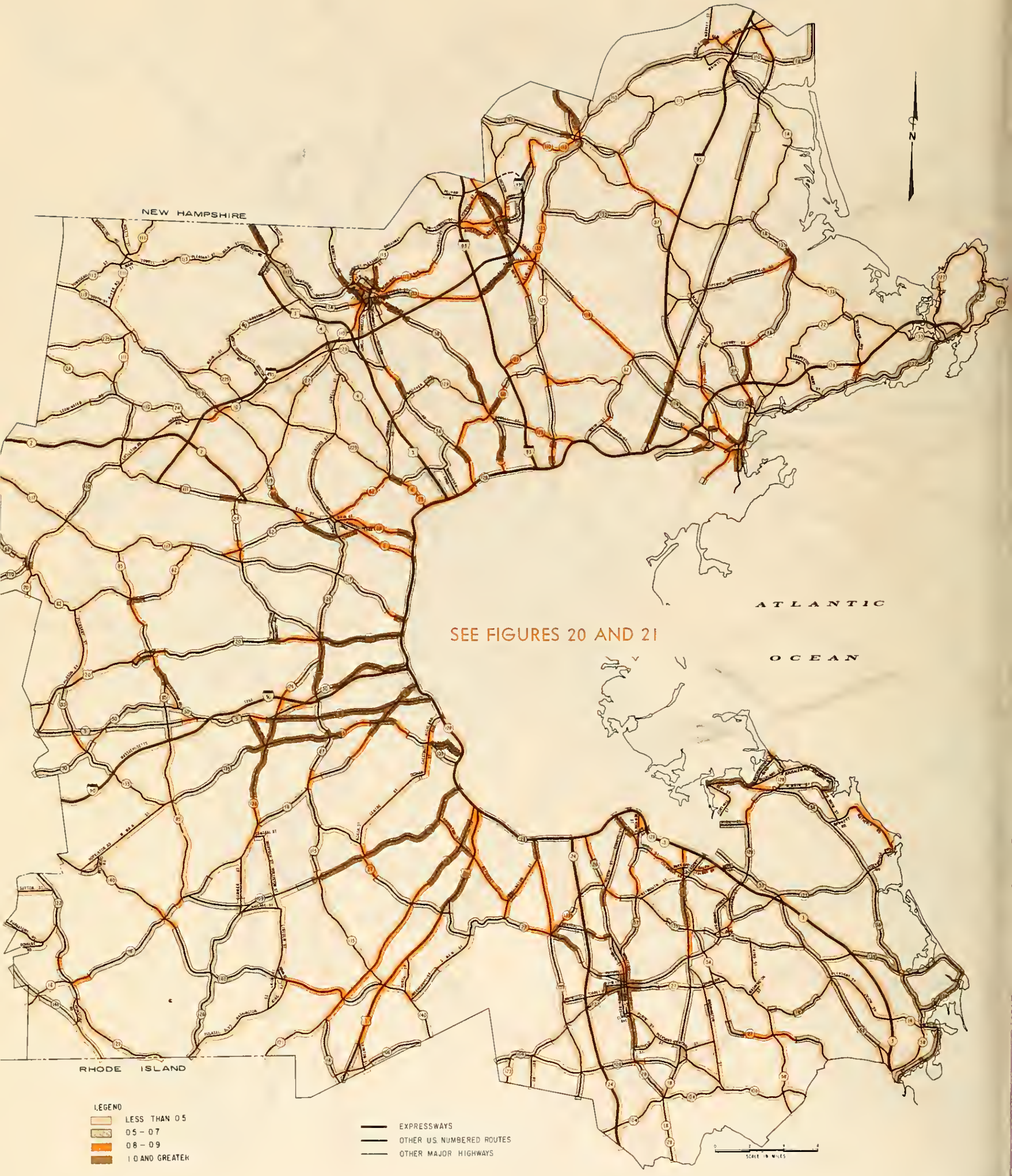
FIGURE 16



1963 OFF-PEAK TRAVEL SPEEDS, WITHIN ROUTE 128

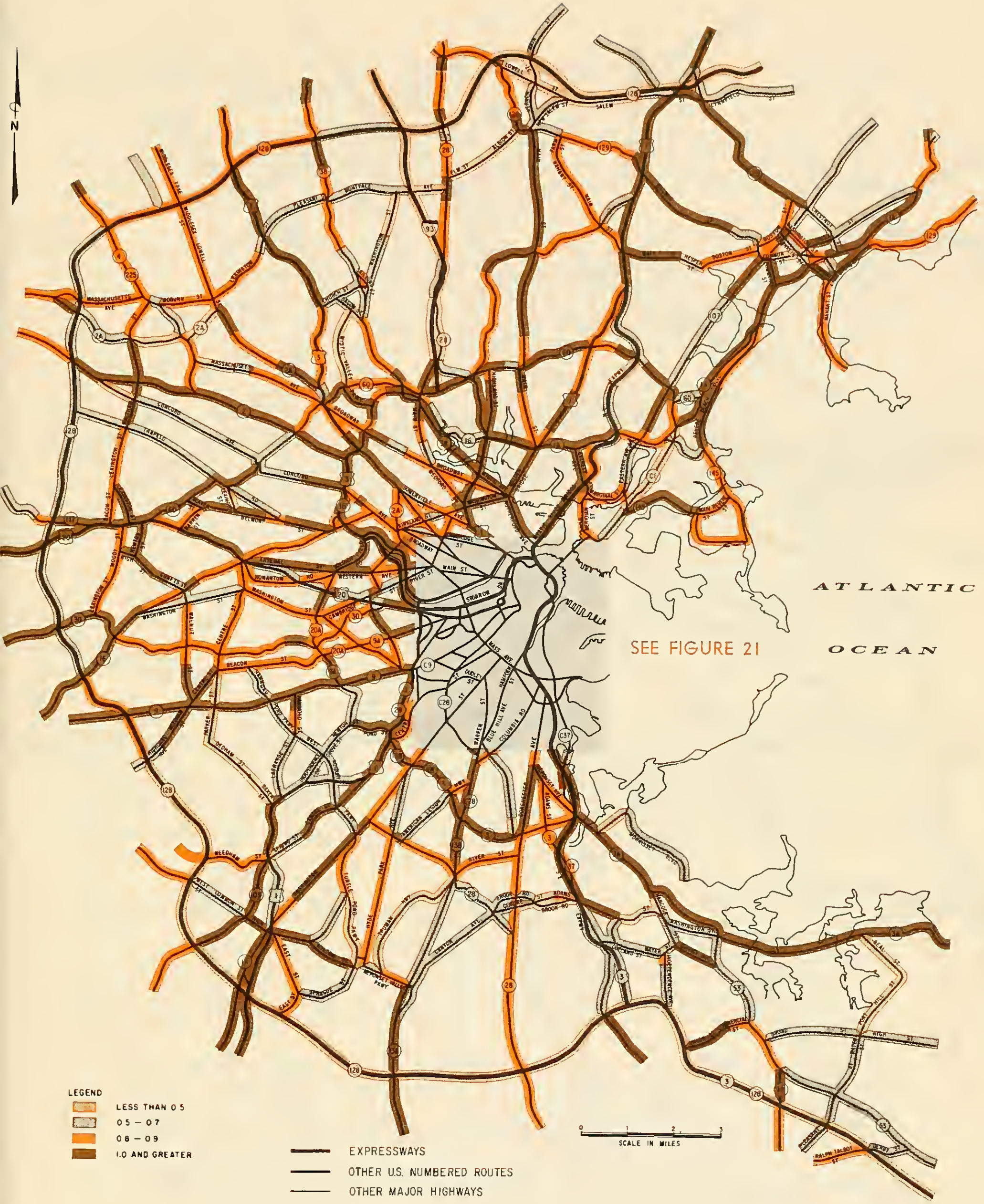


1963 OFF-PEAK TRAVEL SPEEDS, CENTRAL BOSTON



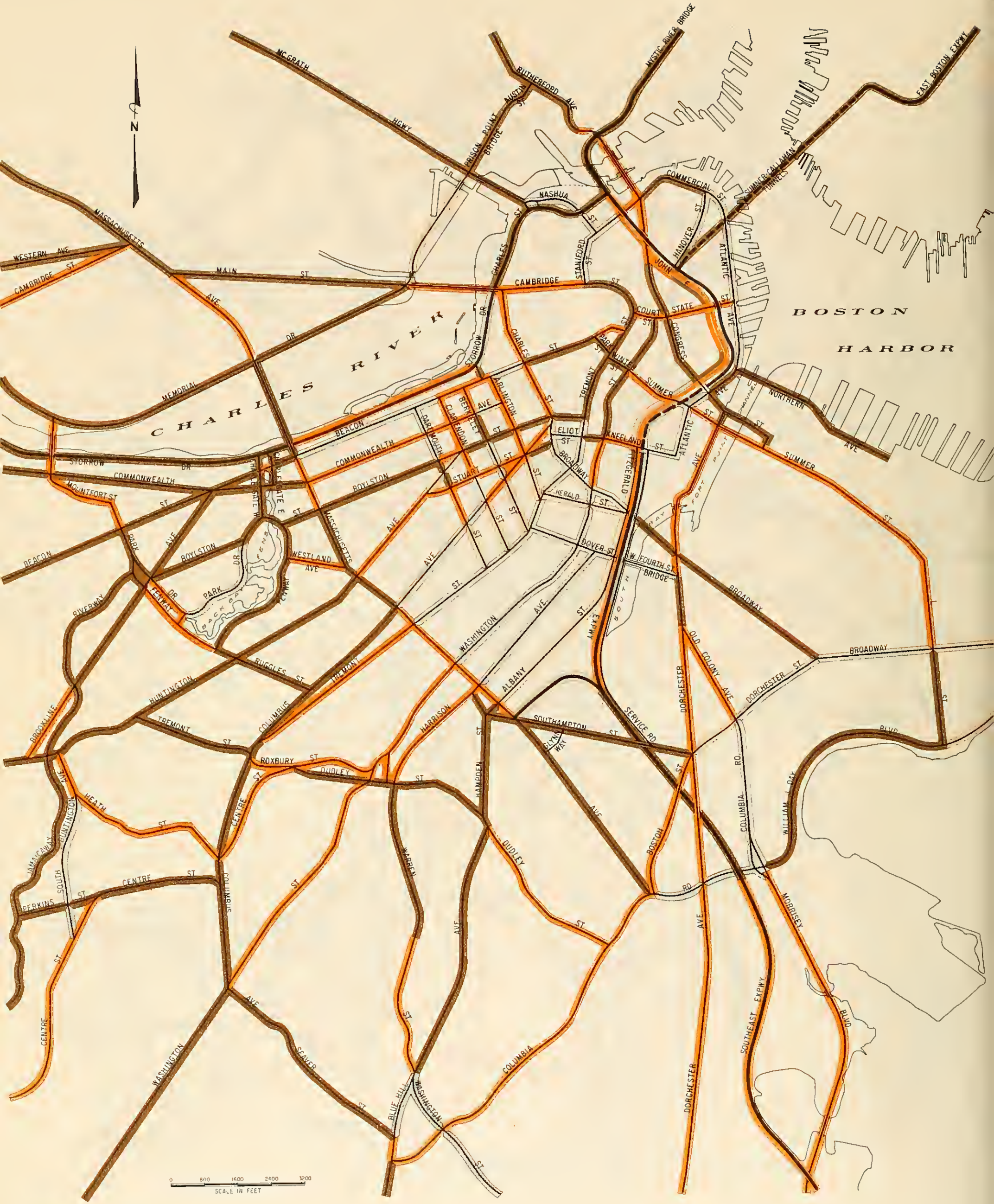
1963 PEAK-HOUR DIRECTIONAL VOLUME-CAPACITY RATIOS, OUTSIDE ROUTE 128

FIGURE 19



1963 PEAK-HOUR DIRECTIONAL VOLUME-CAPACITY RATIOS, WITHIN ROUTE 128

FIGURE 20



LEGEND
- LESS THAN 0 5
- 0.5 – 0 7
- 0 8 – 0 9
- 1 0 AND GREATER

1963 PEAK-HOUR DIRECTIONAL VOLUME-CAPACITY RATIOS, CENTRAL BOSTON change abruptly, or (4) where topography forces all travel into a few restricted channels.

Capacity deficiencies are most acute in Boston, at the centers of several other cities, and along certain radial routes. In contrast, most reserve capacities exist in lightly-traveled rural parts of the region.

Generalized directional peak-hour volume-capacity comparisons by type of facility are shown in Table 10. Approximately 52 per cent of all major roadway facilities in the Boston area operate at less than half of capacity, 37 per cent operate between 50 per cent and full capacity, and 11 per cent operate beyond capacity.

In reviewing the aforementioned volume-capacity relationships, care must be exercised in their interpretation. Computed capacities assume free-flow conditions. Where traffic demands are high, actual volumes frequently exceed computed capacities, thus identifying route sections where congestion and delays regularly occur at peak hours.

Significance of Findings - Present highway facilities in the Boston Metropolitan Region include a highly developed arterial street net, composed primarily of radial routes. To date, most expressway development has been concentrated in the suburban and outlying parts of the region.

The Planning Area's Expressway system carries heavy traffic volumes, particularly during peak periods. Lack of suitable continuous crosstown routes, heavy reliance on at-grade intersections, and convergence of routes at focal points limit capacities and create delay. In most built-up areas, there is little reserve capacity -- yet regional economic growth and further increases in travel will continue.

PUBLIC TRANSPORTATION IN THE REGION

The Boston Metropolitan Region is fortunate to be served by an extensive public transportation system. All forms of public transportation focus on the urban core; major bus routes also converge on outlying regional centers.

History, topography, and economy have made the region one of the most "transit-oriented" in the nation. Almost one out of every eight person trips in the Planning Area, including half of all Downtown Boston travel, is made by transit.

The Planning Area is served by three commuter railroads -- the Boston and Maine, Boston and Albany, and New York, New

Boston Regional Planning Project

Table 10

VOLUME CAPACITY SUMMARY BY SYSTEM CLASSIFICATION(1)
Basic Highway System -- 1963

SYSTEM CLASSIFICATION	LENGTH IN MILES				PER CENT OF TOTAL			
	0-50 Per Cent Capacity	50-100 Per Cent Capacity	Over Capacity	TOTAL	0-50 Per Cent Capacity	50-100 Per Cent Capacity	Over Capacity	TOTAL
FINANCIAL:								
Interstate	88.3	7.0	--	95.3	92.6	7.4	--	100.0
Federal Aid Primary	229.7	431.4	163.9	825.0	27.8	52.3	19.9	100.0
Federal Aid Secondary	419.3	498.5	80.4	998.2	42.0	49.9	8.1	100.0
All Other	1,234.5	473.1	164.2	1,871.8	65.9	25.3	8.8	100.0
TOTAL	1,971.8	1,410.0	408.5	3,790.3	52.0	37.2	10.8	100.0
ADMINISTRATIVE:								
Interstate	88.3	7.0	--	95.3	92.6	7.4	--	100.0
State Routes	285.6	446.4	119.1	851.2	33.6	52.5	13.9	100.0
M.D.C. Routes	15.9	45.3	40.2	101.4	15.7	44.7	39.6	100.0
Local Routes	1,582.0	911.3	249.2	2,742.5	57.7	33.2	9.1	100.0
TOTAL	1,971.8	1,419.0	408.5	3,790.3	52.0	37.2	10.8	100.0

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(1) Based upon peak-hour directional volumes.

Haven and Hartford, as well as Metropolitan Transit Authority rapid transit, streetcar and bus routes, Eastern Massachusetts Street Railway Company bus lines, and more than 20 other suburban bus companies.

Daily Patronage

The relative use of various public transportation services was developed during the winter of 1962-1963, and is summarized in Table 11. These data reflect "normal" patronage levels, prior to various mass transportation demonstration projects conducted in the Boston region immediately subsequent to this survey period. These demonstration projects, involving fare reductions, increased service frequency, and combinations thereof, had significant effects upon patronage levels. Consequently, transit usage discussed in this Chapter may not agree with relative volumes reported elsewhere in the report. For example, the dwelling-unit survey reported significantly higher transit usage, particularly with respect to commuter railroads. Part of these differences were due to demonstrations in progress during the time of the dwelling-unit survey (1963-1964). In addition, transit usage reported in this Chapter is generally restricted to revenue passengers, whereas the dwelling-unit survey includes non-revenue passengers such as railroad employees traveling on passes. Detailed comparisons of transit usage reported by each survey are covered in Chapter 5.

The Metropolitan Transit Authority (MTA) dominates the area's transit service -- about 507,000 inbound passengers use it daily, nearly 88 per cent of the area's transit patrons. As would be expected, its services are mainly concentrated on the inner part of the region. Three rapid transit routes, Forest Hills-Everett, Cambridge-Dorchester, and East Boston-Revere, focus on the central area. These are augmented by Boston's unique streetcar subway system -- the first urban underground railway in the nation. A fan-shaped series of PCC streetcar routes link Lechmere, Brookline, Jamaica Plain, Watertown, and Newton with Downtown Boston. These facilities are complemented by an extensive network of surface bus routes.

The three commuter railroads which link Downtown Boston with suburban areas to the north, west and south serve over 16,500 persons inbound each weekday, about three per cent of total one-way weekday transit riding. The Boston and Maine Railroad carries the largest portion of this traffic -- almost 9,400 persons per weekday each way, followed by the New Haven Railroad which carries about 5,000 persons per weekday each day. The New York Central Railroad carries over 2,000 weekday passengers each way.

Boston Regional Planning Project

Table 11

ESTIMATED WEEKDAY PASSENGERS OF PUBLIC TRANSPORTATION SERVICES 1962-1963

TYPE OF SERVICE	ESTIMATED WEEKDAY PASSENGERS (Inbound)	PER CENT
METROPOLITAN TRANSIT AUTHORITY:		
Rapid Transit Stations	216,331	
Streetcar-Subway Stations	59,654	
Bus and Streetcar Surface Stops	230,968	
Subtotal	506,953	87.7
COMMUTER RAILROADS:		
Boston and Maine	9,381	
New Haven	4,967	
New York Central	2,197	
Subtotal	16,545	2.9
EASTERN MASSACHUSETTS STREET RAILWAY COMPANY:		
Lowell Division	4,286	
Lawrence Division	3,191	
Lynn Division	11,887	
Brockton Division	4,342	
Quincy Division	7,297	
Subtotal	31,003	5.3
VARIOUS SUBURBAN BUS COMPANIES:	23,653	4.1
TOTAL	578,154	100.0

Source: Transit Postcard Survey; excludes over 141,000 passengers at the following downtown subway stations, considered as destinations for inbound trips: Union-Friend, State, Milk, Summer, Winter, Boylston, Essex, Bowdoin, Haymarket, Government Center, Park Street, Boylston (surface prepayment), and Arlington. See Table 53 for hourly variations at these stations.

The Eastern Massachusetts Street Railway Company is used by over 31,000 one-way passengers on weekdays -- about five per cent of one-way weekday transit riders. These figures do not include the Fall River Division, located outside the project area.

The 20 independent suburban bus companies collectively carry almost 23,700 inbound passengers daily -- about four per cent of one-way weekday transit riding.

Bus Service Frequency

Based upon average inbound vehicle trips on weekdays, the Metropolitan Transit Authority clearly dominates bus operations within the Project Area. Providing almost 8,300 one-way trips, the MTA weekday frequency is about three times as great as the 2,700 one-way bus trips operated by the Eastern Massachusetts Street Railway Company, and over six times as great as all other bus companies combined. Over-all, slightly more than 14,500 bus trips are operated each way on a typical weekday within the Planning Area. (These data exclude all MTA rail services, approximately 1,950 vehicle trips each way which, because of their multiple-unit characteristics, would tend to distort such comparisons.)

Bus service frequency, based on hourly inbound bus departures, is shown in Figure 22. The high peaks of MTA bus operations are readily apparent. During the hour beginning 7:00 A.M., almost 850 buses start their trips as compared with less than 350 during most mid-day hours; during the evening peak hour, the MTA operates about 680 inbound trips.

Similar patterns at much lower trip levels are indicated for the Eastern Massachusetts Street Railway Company, and the various suburban bus companies.

Suburban Bus Operations

Within the Planning Area, 20 independent bus companies, in addition to the Eastern Massachusetts Street Railway Company, provide various transit services. Some operate into Boston proper; others provide local service solely within outlying communities. Due to the regional scale of the present study, operations of the 20 companies have been consolidated into one set of data. Relatively complete operating and traffic statistics available for 16 of these carriers are summarized in Table 12, for the years 1961, 1962, and 1963.(2)

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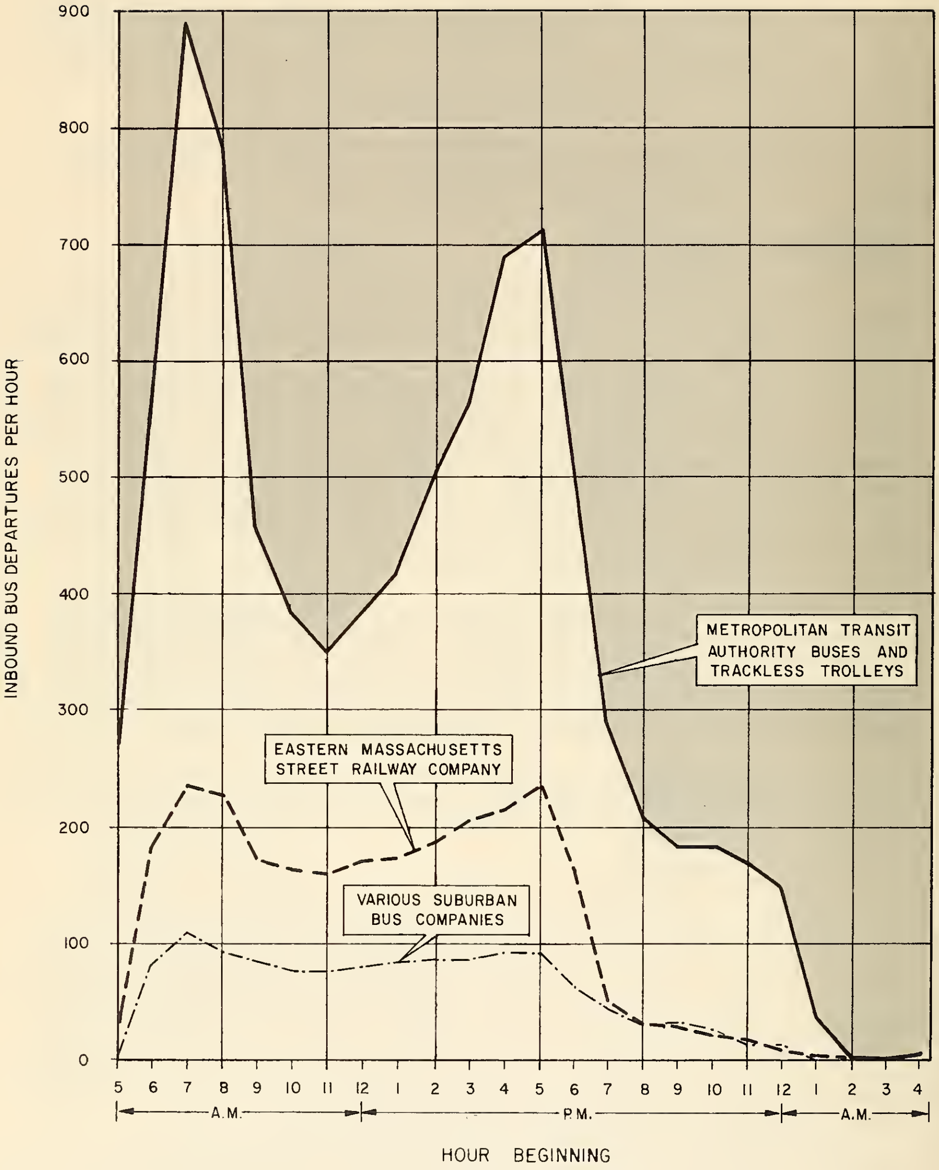
(2) Data for the other four companies is either incomplete, or the company operates only a small portion of its total service within the Planning Area.



1963 INBOUND BUS SERVICE FREQUENCY

Boston Regional Planning Project

Table 12

SUMMARY OF SELECTED SUBURBAN BUS COMPANY STATISTICS(1)
1961 to 1963

ITEM		1961	PER CENT CHANGE	1962	PER CENT CHANGE	1963
AGGREGATE TOTALS - 16 SUBURBAN BUS COMPANIES:						
Number of Buses Owned		576	- 1.6	567	- 0.7	563
Total Bus Miles Operated	(000)	11,958	- 3.3	11,567	+ 1.7	11,762
Number of Passengers Carried	(000)	17,284	- 4.8	16,446	- 7.7	15,172
Estimated Passenger Miles	(000)	110,515	- 3.1	107,049	+ 1.2	108,311
Gross Passenger Revenues	(000)	$ 5,292	- 0.7	$ 5,257	+ 2.7	$ 5,400
AVERAGES PER BUS COMPANY:						
Number of Buses Owned		36	- 1.6	35	- 0.7	35
Total Bus Miles Operated	(000)	747	- 3.3	723	+ 1.7	735
Number of Passengers Carried	(000)	1,080	- 4.8	1,028	- 7.7	948
Estimated Passenger Miles	(000)	6,907	- 3.1	6,691	+ 1.2	6,769
Gross Passenger Revenues	(000)	$ 331	- 0.7	$ 329	+ 2.7	$ 338
SELECTED STATISTICAL AVERAGES:						
Annual Miles Per Bus		20,800	+ 0.5	20,700	+ 1.4	21,000
Revenue Per Bus Mile		$ 0.44	+ 4.5	$ 0.46	--	$ 0.46
Fare Per Passenger		$ 0.31	+ 3.2	$ 0.32	+12.5	$ 0.36
Fare Per Passenger Mile		$ 0.048	+ 2.1	$ 0.049	+ 2.0	$ 0.050
Miles Per Passenger		6.4	+ 1.6	6.5	+ 9.2	7.1
Passenger Miles Per Bus Mile		9.2	+ 1.1	9.3	- 1.1	9.2

Source: Derived from annual reports filed with the Massachusetts Department of Public Utilities.

(1) Excludes four suburban bus companies for which the above data were not available, or which operated primarily outside of the study area.

Collectively, these 16 suburban companies served over 15,000,000 riders in 1963, with a fleet of about 563 buses. By any reasonable criteria, they are a major part of the Planning Area's transportation system.

During 1963, the "typical" or average suburban bus company operated a fleet of 35 vehicles which accounted for about 735,000 bus miles. It carried 948,000 passengers, who traveled a total of 6,769,000 miles and produced gross revenues of $338,000.

Operating and Traffic Trends - Since 1961, vehicle utilization has remained fairly constant at about 21,000 miles per bus per year. Revenue per bus mile increased between 1961 and 1962, from 44 cents per mile in 1961 to 46 cents per mile in 1962 -- a gain of about 4.5 per cent. Revenue remained at the 1962 level during 1963.

The average fare per passenger increased from 31 cents in 1961 to 32 cents in 1962, and 36 cents in 1963, a 12.5 per cent increase in the last year. This is largely attributed to two factors, (1) a rather nominal increase in the average charge per passenger mile, averaging about two per cent annually, and (2) a substantial increase in the average distance traveled, which increased less than two per cent between 1961 and 1962, but over nine per cent in 1963. Most of the increase in average fare, therefore, was due to longer distances traveled, rather than to fare increases.

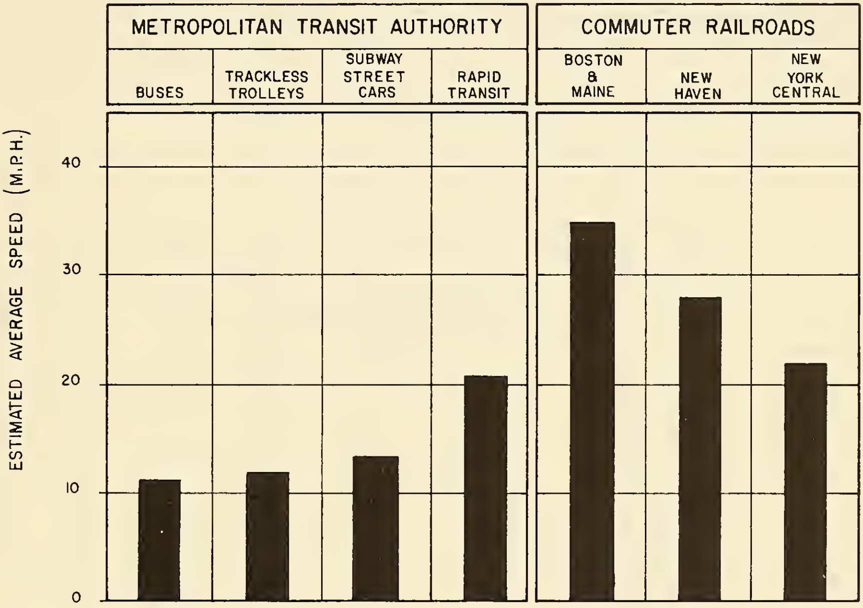
Average passenger miles per bus mile remained fairly stable, approximating 9.2 in 1961, 9.3 in 1962, and 9.2 in 1963. Thus, if all passenger miles of service provided by these companies were equated to the bus miles provided, the average bus trip would carry fewer than ten passengers, overall.

Similar information is not readily available for either the Metropolitan Transit Authority or the Eastern Massachusetts Street Railway Company. Because of its fare structure, which often involves multiple payments, the MTA does not obtain information on the number of different passengers actually carried or passenger miles traveled. Similarly, the Eastern Massachusetts Street Railway Company merely records revenue data and no precise information is available on either passenger volumes or passenger miles. In consequence, all passenger data for these two carriers were developed from the Transit Postcard Survey, discussed in Chapter 5.

Transit and Commuter Railroad Speeds

Estimated average speeds of MTA transit operations and those of the three commuter railroads serving the study area are illustrated in Figure 23.(3)

MTA rapid transit is the fastest of the various transit operations covered, averaging about 21 miles per hour; average speeds on individual lines ranged from 18 to 24 miles per hour. Buses and trackless trolleys averaged about 11 and 12



1963 ESTIMATED AVERAGE TRANSIT OPERATING SPEEDS

Wilbur Smith and Associates BOSTON REGIONAL PLANNING PROJECT FIGURE 23

miles per hour, respectively. Subway streetcars averaged about 13 miles per hour, including operations of the private right-of-way Riverside Line which has a somewhat faster speed. Among the three commuter railroads, the Boston and Maine averages the fastest speed at 35 miles per hour, followed by the New Haven at 28 miles per hour and the New York Central at 22 miles per hour.

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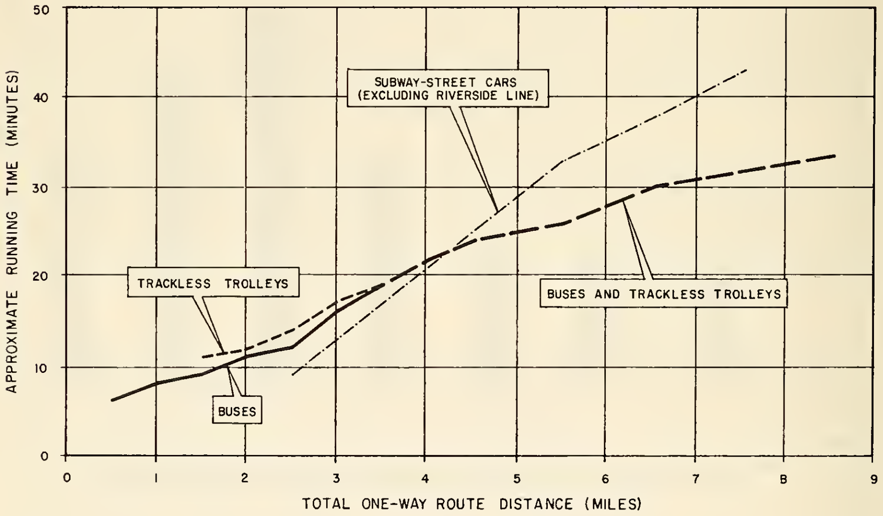
(3) These estimated average speeds are not necessarily applicable to individual operations.

MTA Running Times - A more significant indication of relative transit speeds is shown in Figure 24 for various MTA services. This illustration is based on running times scheduled on various service routes for complete route distances. Here it can be noted that at relatively short distances -- under four miles -- MTA subway-streetcar operations are faster

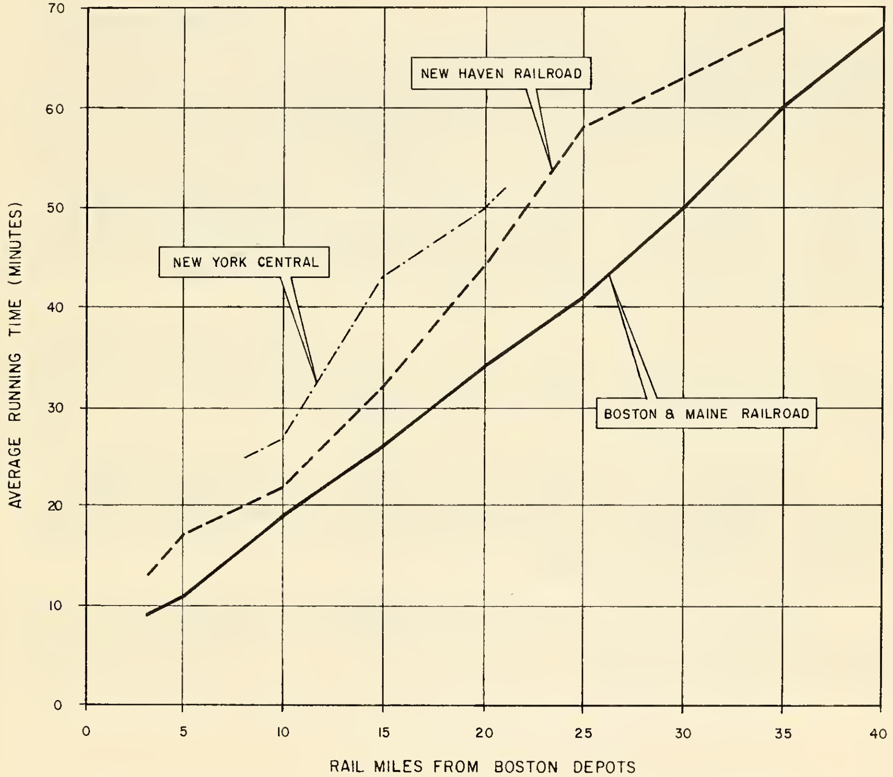


APPROXIMATE 1963 SCHEDULED ONE-WAY RUNNING TIMES

METROPOLITAN TRANSIT AUTHORITY

than buses or trackless trolleys, while buses are faster than trackless trolleys. At longer distances -- over four miles -- both buses and trackless trolleys operate faster than subway-streetcars, excluding the Riverside line.

Railroad Speeds - The relative time-distance patterns for commuter railroad services are illustrated in Figure 25, based on scheduled running times to Boston depots from various suburban railroad stations. (South Station is the downtown terminus for the New Haven and New York Central, while North Station is the central terminal for the Boston and Maine.)



APPROXIMATE 1963 SCHEDULED RUNNING TIMES TO BOSTON

THREE COMMUTER RAILROADS

Wilbur Smith and Associates BOSTON REGIONAL PLANNING PROJECT FIGURE 25

At all distances, the Boston and Maine is decidedly the fastest of the three railroads. A 15-mile trip from Downtown Boston would require about 26 minutes via the Boston and Maine, 32 minutes on the New Haven, and 43 minutes using the New York Central. All of these facilities provide faster speeds than auto travel for centrally-oriented trips of the same length during peak periods.

Transit Parking Facilities

Parking facilities at transit and railroad stations were evaluated from the standpoint of the number of facilities, their capacities, and charges for use. These three features are summarized in Table 13 for major parking facilities at outlying locations.

A total of 13,550 parking spaces is provided at 104 outlying locations. Free parking is available at 75 locations with over-all capacities for about 6,900 vehicles, while free parking is available at 29 locations with parking spaces for about 6,700 automobiles. The three largest parking facilities are those at (1) the New Haven Railroad station at Route 128, which has 2,000 spaces, (2) in Newton, at the MTA's Riverside station, with 1,600 spaces, and (3) in Ipswich on the Boston and Maine Railroad, where 614 spaces are provided. These three locations can accommodate a total of 4,214 automobiles, which constitutes 31 per cent of all parking spaces provided at transit and railroad stations.

Available parking facilities at 29 locations along MTA routes have a total capacity of about 6,300 spaces. Pay parking is provided at 26 locations, ranging from 10 to 50 cents per day and averaging 25 cents per day.

On the Boston and Maine Railroad, parking is available at 45 locations which have a total capacity of about 4,500 spaces. Over 4,000 of these spaces are free, while charges for the remaining spaces range from $1.25 to $2.00 per week, averaging $1.65 per week.

Parking is available at 30 locations on the New Haven Railroad which provide over 2,700 spaces. All New Haven Railroad parking is free.

Boston Regional Planning Project

Table 13

PARKING FACILITIES AT TRANSIT AND RAILROAD STATIONS OWNED, OPERATED OR LEASED BY CARRIERS

CARRIER	NUMBER OF PARKING LOCATIONS	TOTAL PARKING CAPACITY (Spaces)	AVERAGE PARKING CHARGE(1)
METROPOLITAN TRANSIT AUTHORITY:			
Free Parking	3	50	
Pay Parking	26	6,234	$0.25 Per Day
Total	29	6,284	
BOSTON AND MAINE RAILROAD:			
Free Parking	42	4,081	
Pay Parking	3	445	$1.65 Per Week
Total	45	4,526	
THE NEW HAVEN RAILROAD:			
Free Parking	30	2,740	
TOTAL - ABOVE THREE CARRIERS:			
Free Parking	75	6,871	
Pay Parking	29	6,679	
Total	104	13,550	

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(1) Average parking charges based upon full occupancy.

Airport Facilities

The Planning Area contains 20 airport facilities located in 16 communities. As shown in Table 14, there are 640 aircraft, including helicopters, based at these airports.

Publicly-owned Airports - Six publicly-owned airports have a total of 440 based aircraft, or 69 per cent of all aircraft based within the study area. Hanscom Field, in Bedford, has 137 based aircraft, the most for any single airport in the Planning Area. Except for the single 2,150-foot gravel runway at the Braintree Municipal Airport, all runways at publicly-owned airports are paved, and range in length from 3,170 to 10,023 feet each.

Privately-owned Airports - There are 14 privately-owned airports within the Planning Area, accommodating 195 based aircraft, or about 30 per cent of the study area's total based aircraft. These 14 facilities have 19 runways, only four of which are paved. Two runways are dirt, while the remaining 13 runways are turf. Runway lengths range from 1,160 feet (turf) at Tideside Airport in Haverhill, to 3,193 feet (paved) at Hopedale-Draper Airport in Hopedale.

Seaplane Bases - The two seaplane bases within the Boston Metropolitan Region are both privately owned and have a total of five based aircraft. Both are located in Haverhill and have 5,500-foot water landing areas.

Overview and Prospect

Metropolitan Boston's public transport facilities are a valuable regional asset. They provide a framework upon which a truly modern and coordinated regional transportation plan can be developed. Their role in meeting tomorrow's transport needs becomes apparent when travel characteristics and patterns of the region's residents are appraised.

The socio-economic and geographic aspects of urban travel are set forth in the following chapters.

Boston Regional Planning Project

Table 14

AIRPORTS, SEAPLANE BASES, AND BASED AIRCRAFT
Planning Area

AIRPORT NAME	LOCATION	RUNWAYS		NUMBER OF BASED AIRCRAFT
		Length (feet)	Surface	
PUBLICLY-OWNED AIRPORTS:				
L.G. Hanscom Field	Bedford	5,000	Paved	137(1)
		7,000	Paved	
Beverly Municipal	Beverly	3,500	Paved	75
		5,000	Paved	
		4,637	Paved	
Logan International	Boston	10,023	Paved	31(1)
		7,870	Paved	
		7,883	Paved	
		7,021	Paved	
Braintree Municipal	Braintree	2,150	Gravel	32
Lawrence Municipal	Lawrence	5,000	Paved	77
		3,170	Paved	
Norwood Memorial	Norwood (two)	4,000	Paved	88(1)
			Subtotal	440(1)
PRIVATELY-OWNED AIRPORTS:				
Brines	Hanson	1,600	Turf	1
		1,300	Turf	2
		2,000	Paved	5
Brockton	Brockton	1,800	Paved	None
Groton	Groton	2,700	Turf	1
Haverhill	Haverhill	2,040	Dirt	13
		1,400	Dirt	
Haverhill-Riverside	Haverhill	1,510	Turf	5
Tideside	Haverhill	1,160	Turf	2
Hopedale - Draper	Hopedale	3,193	Paved	12
Marlboro	Marlboro	1,640	Turf	35
Marshfield	Marshfield	2,600	Turf	27(1)
Plum Island	Newburyport	2,200	Turf	26
		2,487	Turf-Paved	
Tew-Mac	Tewksbury	1,850	Turf	50

-continued-

Table 14 (cont.)

AIRPORT NAME	LOCATION	RUNWAYS Length (feet)	RUNWAYS Surface	NUMBER OF BASED AIRCRAFT
Westboro	Westboro (two)	1,250	Turf	16
		1,350	Turf	
		1,700	Turf	
			Subtotal	195(1)
SEAPLANE BASES (Privately Owned):				
Haverhill-Riverside	Haverhill	5,500	Water	1
Haverhill-Tideside	Haverhill	5,500	Water	4
			Subtotal	5
	TOTAL BASED AIRCRAFT			640

Source: Federal Aviation Agency Forms FAA-29A and 29A-1.
(1) Includes helicopters.

Chapter 3

TRIP MAKING IN THE BOSTON REGION

Travel in the urban region reflects linkages between people and the activities they perform. Although each separate trip is unique to a particular person and a particular purpose, en masse, the travels of many people relate statistically to the socio-economic characteristics of classes of trip makers (by age, sex, income, occupation), and the modes of travel and types of land uses to which they are attracted. These present patterns of behavior, carefully measured and calibrated, provide an index for evaluating types and rates of future change and predictions of future travel. Some of these relationships are set forth in this chapter.

The comprehensive origin-destination study was designed to provide reliable information on the travel habits of the Planning Area residents and other persons who enter and leave the area. Data on resident population, number of dwelling units, and ownership of passenger cars were obtained for each zone. In addition, data were obtained on school enrollment, family income, frequency of transit use, trip purpose, travel mode, and many other characteristics. The data contained in the following sections of this chapter will provide the basic inputs for correlation analyses and travel and land-use models that will be developed in succeeding phases of the comprehensive study.

TRIP GENERATION

Each weekday, a vast amount of travel takes place in the Boston Metropolitan Region. The numbers of trips and trip makers are large; the purposes are many. In 1963, 3,600,000 people, living in 1,100,000 dwelling units within the 2,300 square-mile Planning Area, owned 1,100,000 cars and made nearly 8,000,000 trips on a typical weekday. These included 4,500,000 auto driver trips, 2,000,000 auto passenger trips, and 1,500,000 trips by school bus and transit (commuter railroads, MTA, suburban buses, etc.).

A closer look at this trip-making mosaic reveals many important interrelationships. Some of the more pertinent comparisons are set forth in Table 15. For example, there was an average of 3.3 occupants in each dwelling unit; automobile ownership averaged one car per dwelling unit; over-all trip making averaged 2.2 trips per person, 7.3 trips per dwelling unit and 4.2 trips per automobile.(1)

Of the 7,997,000 trips made by residents of the Planning Area, 7,851,000 began and ended within the 152-towns inside the external cordon, while the remaining 146,000 represent travel to and from places beyond the cordon at an average rate of approximately four trips per hundred Planning Area residents per day during the period of the dwelling-unit survey.

Trip generation has also been stratified according to a few very broad categories of urban size and orientation in Table 15. Data are presented for three broad groupings, based upon population size: (1) the City of Boston; (2) communities over 50,000 population; and (3) communities containing fewer than 50,000 people. These are further grouped as to locations inside or outside of Route 128. There are distinct differences between characteristics of dwelling units and generation of trips within each of these groups, as shown in Figure 26.

In general, cities or towns in the same population group exhibit similar car-ownership ratios and levels of trip generation whether they are inside or outside Route 128. Car ownership is lowest in Boston and highest in towns under 50,000 population. Trip generation, in turn, correlates with car ownership.

The lowest trip rates per dwelling unit, per auto, and per person are in Boston; the highest in the Planning Area's smallest communities. In the City of Boston, for example, each dwelling unit accounted for 5.4 person trips; in communities over 50,000 population, dwellings averaged about 7.0 trips; and in less populous towns the average dwelling accounted for more than 8.0 trips per day. Car ownership in the City of Boston averaged about 0.6 vehicles per dwelling; in cities over 50,000, ownership slightly exceeded 0.9 cars per dwelling; and in low-density communities there were nearly 1.2 cars available to residents of each dwelling.

BASIC VARIABLES INFLUENCING TRIP GENERATION

The foregoing suggests in broad terms some of the princi-

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(1) Quoted rates of trip generation are before "linking" of trips -- thus a trip involving two modes has been counted twice. Walking trips were not recorded in these surveys.

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Table 15

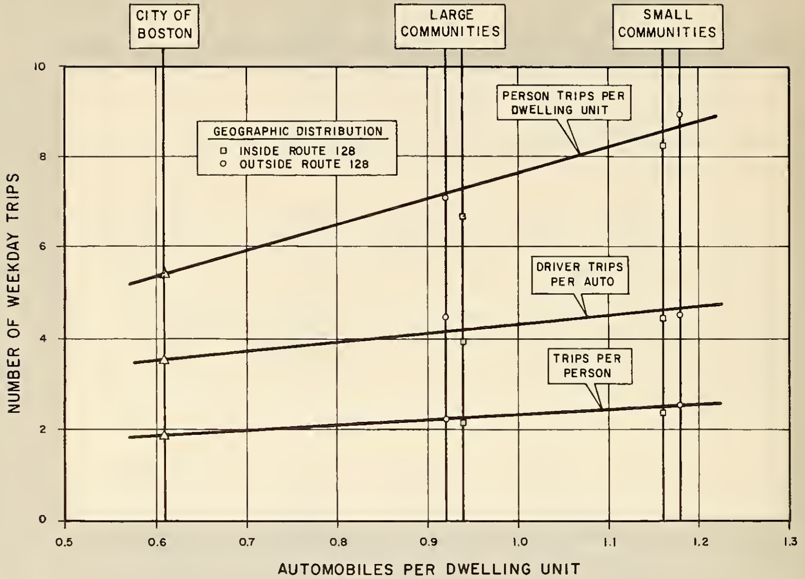
SUMMARY OF SELECTED 1963 PLANNING AREA STATISTICS

ITEM	INSIDE ROUTE 128[1] City of Boston	Large Communities	Small Communities	Subtotal	OUTSIDE ROUTE 128[1] Large Communities	Small Communities	Subtotal	TOTAL Number	Per Cent
NUMBER OF PERSONS									
Employed Residents	250,465	298,764	308,025	857,254	104,361	307,464	411,825	1,269,079	35.4
All Other	419,891	523,123	582,424	1,525,438	187,874	602,029	789,903	2,315,341	64.6
Total	670,356	821,887	890,449	2,382,692	292,235	909,493	1,201,728	3,584,420	100.0
DWELLING UNITS									
Rented	157,136	126,788	72,439	356,363	43,171	61,600	104,771	461,134	42.3
Owned	67,005	132,907	184,402	384,314	46,607	197,128	243,735	628,049	57.7
Total	224,141	259,695	256,841	740,677	89,778	258,728	348,506	1,089,183	100.0
AUTOMOBILES OWNED	135,852	244,412	296,873	677,137	82,947	306,252	389,199	1,066,336	
AVERAGE WEEKDAY TRIPS[2]									
Auto Driver Trips	474,256	951,786	1,315,909	2,741,951	395,760	1,387,788	1,783,548	4,525,499	56.6
All Other Trips	741,418	765,132	801,283	2,307,833	237,119	926,336	1,163,455	3,471,288	43.4
Total	1,215,674	1,716,918	2,117,192	5,049,784	632,879	2,314,124	2,947,003	7,996,787	100.0
AVERAGES									
Persons per Dwelling Unit	2.99	3.16	3.47	3.22	3.26	3.51	3.45	3.29	
Persons per Automobile	4.93	3.36	3.00	3.62	3.52	2.97	3.09	3.36	
Automobiles per Dwelling Unit	0.61	0.94	1.16	0.91	0.92	1.18	1.12	0.98	
Weekday Trips per Person	1.81	2.09	2.38	2.12	2.17	2.54	2.45	2.23	
Weekday Trips per Dwelling Unit	5.42	6.61	8.24	6.82	7.05	8.94	8.46	7.34	
Auto Driver Trips Per Auto	3.49	3.89	4.43	4.05	4.77	4.53	4.58	4.24	

Source: Appendix Table B-1

(1) "Large" communities are those with survey populations of 50,000 or more. "Small" communities are those under 50,000.

(2) Includes 145,313 out-of-area trips subsequently excluded from Dwelling-Unit Survey, for which External-Cordon Survey data were substituted.



1963 TRIP GENERATION IN RELATION TO CAR OWNERSHIP

Wilbur Smith and Associates BOSTON REGIONAL PLANNING PROJECT **FIGURE 26**

pal variables which influence travel in the Planning Area. Accordingly, interrelations among dwelling-unit type, employment, income level, and car ownership have been explored in greater detail.

Dwelling Unit Statistics

"Type of dwelling unit" is an important variable in both land-use and transportation planning. Nine types of dwelling units were classified in the Planning Area, as shown in Table 16. Of the 1.1 million occupied dwellings within the Planning Area, 47 per cent were single-family units, 20 per cent were two-family units and 27 per cent had three or more families. Another six per cent were classed as rooming houses, hotels, motels, dormitories, trailer parks or miscellaneous.

Duration of residents at their present addresses was also recorded for each household. Over-all, the residents of the Planning Area have occupied their present homes for an average duration of 10.9 years. But there are significant variations according to place of residence. Duration of occupancy in single and two family residences averaged nearly 13 years; in three and four family dwellings, occupancy averaged ten years; in apartments containing five or more dwellings, the average stay was about 6.5 years.

But "Duration at Residence" distributions are highly skewed. For instance, a dwelling unit occupied for 30 years by one family can be combined with five units occupied for six years each, to develop an "average" of 10 years' occupancy for the six units. The "median value," which separates dwelling units into the half which have been occupied for a longer time and the half where residents have stayed a shorter time, provides quite a different interpretation of duration. Half of one-family households in the Planning Area had been occupied less than 7.9 years by occupants at the time of the survey. Two-family households show a similar experience with median occupancy of 7.2 years. The high rate of turnover commonly attributed to apartment buildings is verified in the finding that half the occupants of five-unit structures or larger have moved within three years. Over-all, half of all households in the Planning Area have occupied their dwellings for less than six years, as shown in Figure 27.

Family income distribution within the Planning Area is listed in Table 17. About 16 per cent of all families reported earned incomes under $4,000 per year; 48 per cent reported incomes between $4,000 and $10,000, and 14 per cent reported incomes exceeding $10,000. Incomes were unknown for about 22 per cent of the Planning Area's families.

In the second column of Table 17, percentages have been computed based solely on dwelling units for which income data were obtained. Over 19 per cent of them reported incomes under $4,000 per year, while more than 19 per cent reported incomes over $10,000.

Because the "unknown" component listed in the first

Boston Regional Planning Project

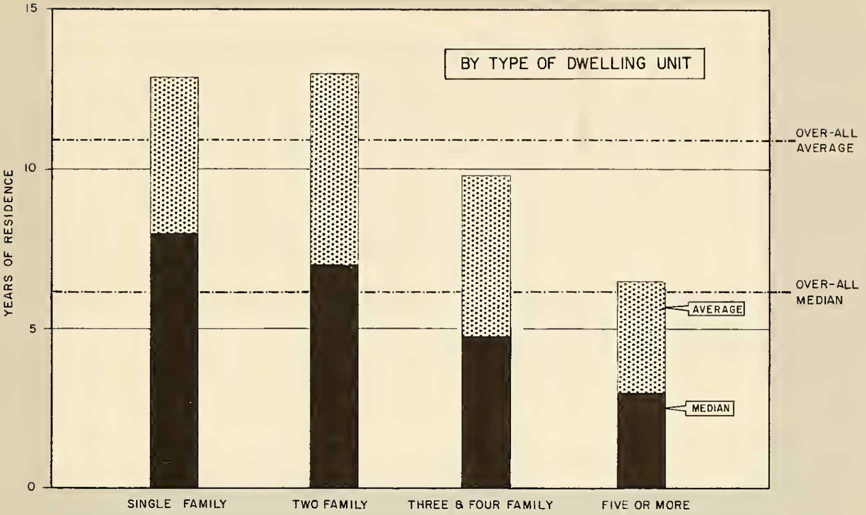
Table 16

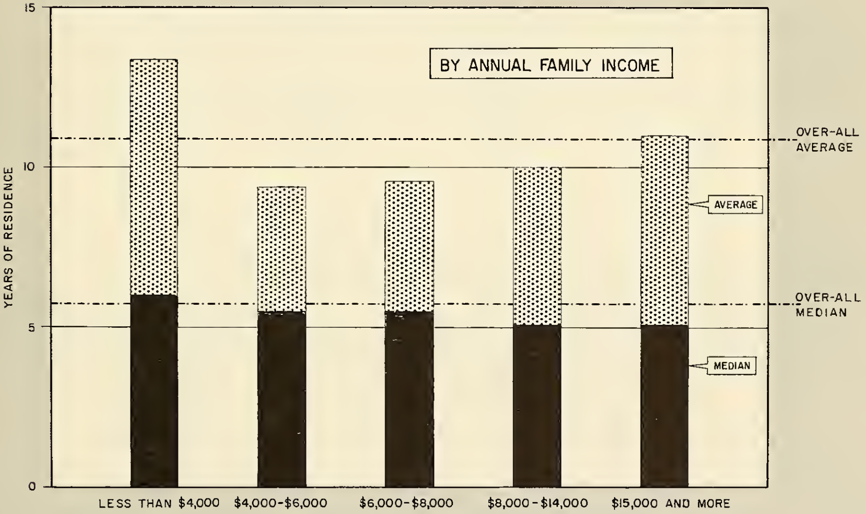
DURATION AT RESIDENCE BY TYPE OF DWELLING UNIT
Planning Area - 1963

	DWELLING UNITS		DURATION AT RESIDENCE	
TYPE OF DWELLING UNIT	Number	Per Cent	Average (years)	Median (years)
Single Family	509,135	46.8	12.7	7.9
Two Family	216,730	19.9	12.7	7.2
Three and Four Family	160,875	14.8	9.8	4.8
Five Family and Over	133,688	12.3	6.5	2.9
Rooming House	2,805	0.3	9.6	5.1
Hotel, Motel	6,608	0.6	5.7(1)	1.0
School Dormitory	28,768	2.6	2.3	0.9
Trailer Park	1,439	0.1	3.0	1.9
Institutional Dormitory	14,685	1.3	3.9	1.7
Other	14,766	1.3	4.0	0.9
TOTAL	1,089,499	100.0	10.9	6.1

Source: Special Dwelling-Unit tabulation.

(1) "Permanent" residents only.





LENGTH OF RESIDENCE IN DWELLING UNIT

Boston Regional Planning Project

Table 17

DISTRIBUTION OF FAMILY INCOME WITHIN PLANNING AREA

FAMILY INCOME RANGE	PER CENT OF REPORTING UNITS Actual	Excluding Unknowns	1960 CENSUS DATA (1)
$ 0-$ 4,000	16.4	19.1	21.1
4,000- 5,000	8.9	10.7	11.4
5,000- 6,000	11.2	13.8	14.4
6,000- 7,000	9.9	12.3	12.7
7,000- 8,000	8.3	10.7	10.7
8,000- 10,000	9.4	14.1	12.1
10,000- 15,000	12.6	13.1	16.2
15,000 +	1.1	6.2	1.4
Unknown	22.2	Excluded	--
TOTAL	100.0	100.0	100.0

Source: Special Dwelling-Unit tabulation.

(1) Approximate proportions based on combined income summaries for Essex, Middlesex, Norfolk, Plymouth and Suffolk Counties. Compiled from various tables of 1960 U.S. Census publications, including PC(1) 23C Mass., Table 77; and PHC(1), 18 (Boston), 20 (Brockton), 76 (Lawrence-Haverhill), and 84 (Lowell); Census Tract Reports, Table P-1.

column is quite large (22.2 per cent of all dwelling units), there is some likelihood of bias in the data which represent the reporting units. In the third column of Table 17, data have been listed from 1960 census reports for five counties which comprise most of the Planning Area. Comparison of data in the last two columns of Table 17 shows close correspondence at all middle-range income levels. Bias is most pronounced at incomes over $15,000, which are seriously under-reported but, except for these, data appear to be very well stratified to various income groups.

Although income influences car ownership and place of residence, it has relatively little bearing on duration of residence. The low income group averaged over 13.4 years in place of residence. Durations of all other Planning Area residents averaged about 10 years.

Duration of residence in relation to income showed no significant variation from the over-all median. A small proportion of both the lowest and highest income members of the community tend to remain in their places of residence for a great many years -- accentuating the differences between mean and median values.

Employment

Age and employment characteristics of residents within the Planning Area are shown in Table 18. From the tabulation, it is apparent that nearly one-third of the population is under 15 years of age and more than one-eighth is over 60. These are the age categories most likely to be captive transit riders.

In Table 18, occupation characteristics are also indicated for 1.26 million Planning Area residents. The largest category, store and office clerks, constituted nearly one-fourth of all employment; operatives and semi-skilled workers accounted for almost one-fifth; the professional and semi-professional category, and groups of craftsmen, foremen and skilled laborers were each about one-sixth of all employment. The six remaining classes of employment together accounted for about one-fourth of all jobs in the Planning Area.

Comparison of population distribution with the distribution of employment is also shown in Table 18. The youngest age group (16-19 years) contained 6.4 per cent of the Planning Area population but only 3.3 per cent of employees, representing 18 per cent of persons in the age group. These are school years for most young people and relatively few have paid employment. This relationship changed markedly in the next age group (20-24 years) which contained 6.0 per cent of the popu-

Boston Regional Planning Project

Table 18

AGE AND OCCUPATION OF EMPLOYED RESIDENTS OF THE PLANNING AREA[1]

	A G E S										
OCCUPATION	15 Years And Under	16-19	20-24	25-29	30-39	40-49	50-59	60-69	70 Years And Over	TOTAL	PER CENT
Professional and Semi-Professional	--	1,217	18,990	30,642	61,783	45,783	33,312	13,617	3,114	208,096	16.5
Proprietors, Managers and Officials	--	391	3,146	8,577	31,988	36,338	32,041	15,206	3,564	131,251	10.4
Store and Office Clerks, Salesmen, etc.	--	20,087	46,788	28,501	52,353	67,845	56,040	22,888	2,662	297,164	23.5
Traveling Salesmen, Agents, etc.	--	144	1,708	3,701	10,087	10,058	6,283	2,729	558	35,268	2.8
Craftsmen, Foremen, Skilled Laborers, etc.	--	3,923	14,171	19,803	49,930	58,457	42,383	17,743	2,092	208,502	16.5
Operatives and Semi-Skilled Workers	--	9,045	20,503	21,082	49,348	65,080	53,980	21,262	3,105	243,405	19.2
Laborers and Unskilled Workers	--	1,779	3,603	3,018	5,515	6,312	5,264	2,047	233	27,771	2.2
Protective Services	--	1,969	5,210	3,153	10,988	9,147	4,792	2,675	376	38,310	3.0
Personal Service Workers	--	2,745	5,927	4,469	11,038	18,660	17,936	10,406	2,395	73,576	5.8
Miscellaneous	--	79	56	163	323	132	33	173	51	1,010	0.1
TOTAL EMPLOYED		41,379	120,102	123,109	283,353	317,450	252,064	108,746	18,150	1,264,353	100.0
Per Cent of Employed Population		3.3	9.5	9.7	22.4	25.2	19.9	8.6	1.4	100.0	
Employed as Per Cent of All Persons in Age Group		18.0	55.4	57.2	60.1	67.8	68.2	38.8	9.2	49.0	
All Others	1,135,035	188,864	96,364	92,197	187,372	151,072	117,486	171,619	180,058	2,320,067	
TOTAL PERSONS IN AREA	1,135,035	230,243	216,466	215,306	470,725	468,522	369,550	280,365	198,208	3,584,420	
PER CENT	31.7	6.4	6.0	6.0	13.2	13.1	10.3	7.8	5.5	100.0	

Source: Special Dwelling-Unit tabulation.

[1] Totals vary between Tables 18 and 19, because some reporting units failed to respond to some questions, or answers could not be coded.

lation and accounted for 9.5 per cent of all workers, with more than half (55.4 per cent) of the age group employed. The proportion of working population rises to more than two-thirds in ages 40 to 59, then drops dramatically in the 60's (38.8 per cent employed) and 70's (9.2 per cent still working).

A similar summary, according to type of industry, is given in Table 19 for 1.28 million residents. The dominant industry in the Planning Area was manufacturing-processing which accounted for 31.2 per cent of employed residents. Other important categories included professional and related services, 13.4 per cent; retail trade, 12.3 per cent, wholesale trade 11.9 per cent, and government 9.0 per cent. The remaining 23 per cent of employment was distributed among transportation, construction, personal services, agriculture, and recreational activities.

The foregoing socio-economic characteristics of the Planning Area's residents are graphically summarized in Figure 28. All have bearing on trip production and travel patterns.

Car Ownership

Travel generation is profoundly influenced by the availability of 1,066,000 automobiles by residents of the 1,089,000 dwelling units within the Planning Area. Although several other factors influence resident trip production, all can be associated directly or indirectly with car ownership. Areas of low car ownership are almost entirely dependent upon transit as a means of travel to and from work. As car ownership increases, persons enjoy greater mobility, and consequently make considerably more trips for purposes other than work.

Rates of vehicle ownership vary considerably among the 152 cities and towns in the Planning Area. Although the largest number of cars was owned in Boston and other densely populated centers, the highest *per capita* car ownership rates were observed in high-income suburbs and/or locations in towns near the external cordon on the periphery of the area. In some of these communities, average car ownership exceeded 1.5 cars per dwelling unit.

In general, vehicle ownership is inversely correlated with population density. This is clearly illustrated in Figure 29 where car ownership per dwelling unit has been plotted against gross population density for all communities located within Route 128.(2) In densely-populated communities with over

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(2) Communities beyond Route 128 were excluded from the graph because of the large amounts of undeveloped land which do not permit use of gross population density as a meaningful measure.

Boston Regional Planning Project

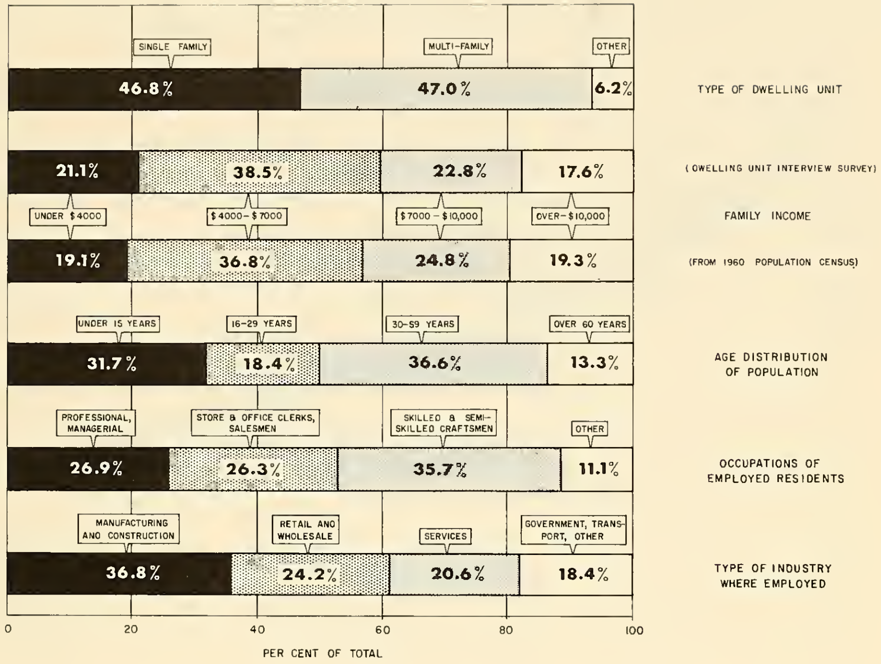
Table 19

AGE AND INDUSTRY OF EMPLOYED RESIDENTS OF THE PLANNING AREA(1)

INDUSTRY	AGES									TOTAL	PER CENT
	15 Years And Under	16-19	20-24	25-29	30-39	40-49	50-59	60-69	70 Years And Over		
Agriculture, Forestry, Mining and Fishing	--	282	786	885	2,087	2,633	2,225	1,220	448	10,566	0.8
Retail Trades, Restaurants, Gas Stations	--	718	14,191	13,840	31,704	42,401	36,674	15,154	2,661	157,343	12.3
Construction and Related Maintenance	--	1,868	6,031	7,517	19,004	17,976	12,033	5,990	876	71,295	5.6
Manufacturing and Processing	--	12,271	35,230	38,589	93,413	107,607	78,701	29,165	3,629	398,605	31.2
Transportation, Communications, Utilities	--	20,520	5,576	9,425	22,486	26,732	18,630	6,593	690	110,652	8.6
Wholesale Trades, Finance, Insurance, Real Estate	--	7,601	20,148	16,501	32,740	31,596	27,528	13,745	2,196	152,055	11.9
Personal Services	--	3,074	8,792	6,603	13,959	18,089	19,143	10,398	3,509	83,567	6.6
Amusement, Recreation, and Related Services	--	263	562	591	1,464	1,588	1,610	1,206	255	7,539	0.6
Professional and Related Services	--	3,346	17,959	21,572	40,213	36,398	32,301	15,566	3,242	170,597	13.4
Government	--	3,342	10,926	7,587	26,314	32,460	23,442	9,806	644	114,521	9.0
TOTAL EMPLOYED	--	53,285	120,201	123,110	283,384	317,480	252,287	108,843	18,150	1,276,740	100.0
Per Cent of Employed Population	--	4.2	9.4	9.6	22.2	24.9	19.8	8.5	1.4	100.0	
All Others	1,135,035	176,958	96,265	92,196	187,341	151,042	117,263	171,522	180,058	2,307,680	
TOTAL PERSONS IN AREA	1,135,035	230,243	216,466	215,306	470,725	468,522	369,550	280,365	198,208	3,584,420	
PER CENT	31.7	6.4	6.0	6.0	13.2	13.1	10.3	7.8	5.5	100.0	

Source: Special Dwelling-Unit tabulation.

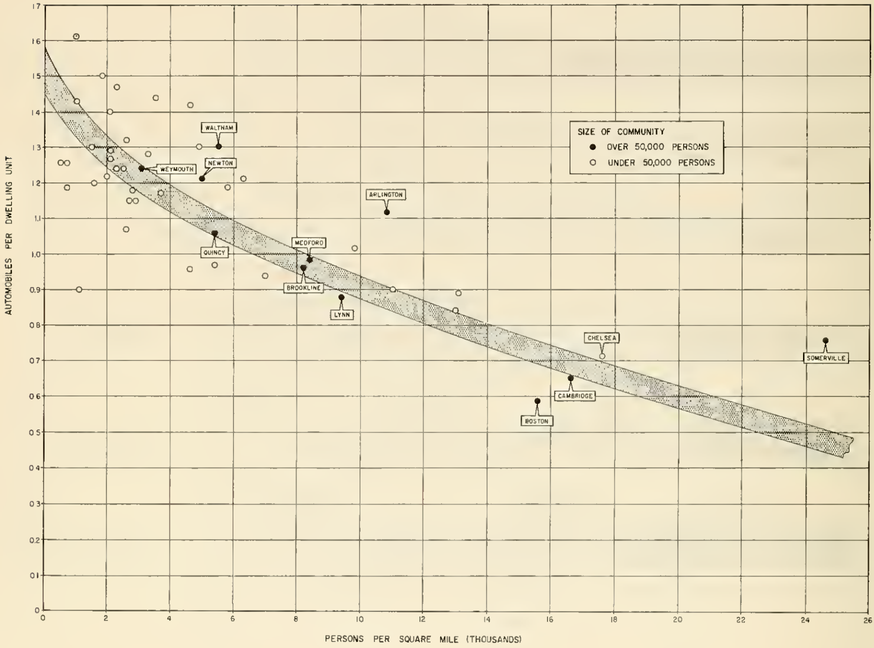
(1) Totals vary between Tables 18 and 19, because some reporting units failed to respond to some questions, or answers could not be coded.



1963 SOCIO-ECONOMIC CHARACTERISTICS
OF PLANNING AREA RESIDENTS

Wilbur Smith and Associates BOSTON REGIONAL PLANNING PROJECT FIGURE 28

15,000 persons per square mile, car ownership ranged between 0.6 and 0.7 vehicles per dwelling unit, whereas in communities like Medford and Brookline with densities of 8,600 persons per square mile, car ownership approximated one vehicle per dwelling unit. In most towns where average population density is



1963 CAR OWNERSHIP IN RELATION TO POPULATION DENSITY

Wilbur Smith and Associates BOSTON REGIONAL PLANNING PROJECT FIGURE 29

less than 2,500 persons per square mile, car ownership exceeded 1.2 vehicles per dwelling unit.

In Tables 20 and 21, travel by Planning Area residents has been summarized by grouping all travel data for dwelling units without cars and for car-owning dwellings according to the number of cars owned or available to dwelling occupants. Nearly one-fourth of Planning Area dwelling units did not own

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Table 20

TOTAL PERSON-TRIP GENERATION RELATED TO AUTOMOBILE OWNERSHIP
1963 Weekday

ITEM	DWELLING UNITS WITH AUTOMOBILES					DWELLING UNITS WITHOUT AUTOMOBILES	TOTAL
	Automobiles Per Dwelling Unit						
	One	Two	Three	Four or More	SUBTOTAL		
Number of Dwelling Units (thousands)	602	191	24	3	820	270	1,090
Per Cent of Total	55.2	17.5	2.2	0.3	75.2	24.8	100.0
Total Person Trips (thousands)	4,619	2,265	365	45	7,294	668	7,962
Per Cent of Total	58.0	28.4	4.6	0.6	91.6	8.4	100.0
Person Trips per Dwelling Unit	7.7	11.9	15.4	15.4	8.9	2.5	7.3
Dwelling Units with Person Trips (thousands)	567	189	24	3	783	156	939
Per Cent of Total with Trips	60.5	20.0	2.5	0.3	83.3	16.7	100.0
Per Cent of All Dwelling Units in Class	94.3	98.8	99.5	91.2	95.5	58.0	86.2
Person Trips Per Trip-Making Dwelling Unit	8.1	12.0	15.5	16.9	9.3	4.3	8.5

Source: Special Dwelling-Unit tabulation.

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Table 21

AUTO DRIVER TRIP GENERATION RELATED TO AUTOMOBILE OWNERSHIP
1963 Weekday

ITEM	DWELLING UNITS WITH AUTOMOBILES					DWELLING UNITS WITHOUT AUTOMOBILES	TOTAL
	Automobiles Per Dwelling Unit						
	One	Two	Three	Four or More	SUBTOTAL		
Total Dwelling Units (thousands)	602	191	24	3	820	270	1,090
Dwelling Units with Auto Driver Trips (thousands)	518	186	23	3	730	8	738
Per Cent with Auto Driver Trips	86.3	97.1	98.5	86.6	89.1	2.8	67.8
Number of Auto Driver Trips (thousands)	2,651	1,535	265	34	4,485	30	4,515
Per Cent of Total	58.6	34.0	5.9	0.8	99.3	0.7	100.0
Auto Driver Trips Per -							
Dwelling Unit (all)	4.4	8.0	11.2	11.8	5.5	0.1	4.1
Dwelling Unit with Auto Driver Trips	5.1	8.3	11.4	13.6	6.1	4.0	6.1
Per Cent Auto Driver Trips to All Person Trips	57.4	67.7	72.7	76.5	61.5	4.5	56.7

Source: Special Dwelling-Unit tabulation.

or have regular access to a car. There were 55 per cent of all dwelling units with one car available, and one-fifth of all dwellings had two or more cars. Over-all, Planning Area households averaged 0.98 cars per dwelling unit, while car-owning households averaged 1.3 cars.

Dwelling units without cars generated only 8.4 per cent of all trips reported for the Planning Area, despite the fact that they accounted for 25 per cent of all Area households. Only 58 per cent of dwelling units without cars reported any travel on an average weekday. Note, however, that most of these dwellings are located in densely-built areas where many employment, shopping, recreational and educational activities are conveniently reached on foot, for which no trip reports were compiled. Dwelling units without cars for which trips were reported generated an average of 4.3 trips per day. A small amount of this travel was made by drivers, presumably using borrowed or rented cars. Only 2.8 per cent of the dwellings without cars reported driver trips, and over-all, such trips averaged only 0.1 trip per dwelling per day.

One-car households accounted for nearly three-fifths (58 per cent) of all travel reported in the Planning Area and slightly more than 60 per cent of the trip-producing dwellings. Fewer than six per cent of these dwellings did not report travel on an average weekday. Over-all trip production rate was 7.7 trips per dwelling per weekday, or 8.1 trips per weekday for the trip-generating households. Well over half of all trips (57.4 per cent) were made by car drivers. Eight per cent of one-car households produced trips by modes other than auto driver, but without any auto driver trips. Driver trips averaged 4.4 per household, over-all, and 5.1 for those households for which driver trips were reported.

A substantial volume of trips was generated in two-car dwellings. Although only 17.5 per cent of all households fall in this category, more than 28 per cent of all trips are made by their occupants -- more than three times the number reported by all households without cars. Almost 99 per cent of the two-car dwellings reported some trip-making, at an average of 12.0 trips for trip-making households. More than two-thirds of these trips were performed by auto drivers, at an average of 8.3 driver trips for each household reporting travel by this mode.

Some 2.5 per cent (one in 40) of Planning Area dwelling units reported that three or more cars were available to household members. These households accounted for more than five per cent (one in 20) of all trips made, and almost seven per cent of the driver trips. Nearly three-fourths of these trips were made by auto drivers.

The significance of car ownership is clearly seen when average trip production per dwelling is examined for households with a successively larger number of cars. Considering only those dwelling units whose members made trips, daily trip production rates for dwellings without cars averaged 4.3 trips, versus 8.1 trips for one-car dwellings, 12.0 for two-car dwellings, and 15.5 for households with three or more cars.

From these statistics, it appears that acquisition of a first car nearly doubles the number of trips made by occupants of the average dwelling unit. Addition of a second car generates another increment of travel, while still a third car in the same household has nearly as much effect as the first automobile. Dwelling units with more than three cars account for still more travel, but in rapidly diminishing amounts of new travel.

It is not likely that traffic would increase by 3.5 or 4.0 trips per dwelling unit per weekday if an additional car were suddenly added to all households which now have only two cars or less. The number of household members, their eligibility to drive, income to support travel, urban density at the dwelling location, and other factors strongly influence the desire to acquire and use additional automobiles.

TRAVEL MODES, TRIP PURPOSES AND CAR OCCUPANCY

Economic factors, such as family income, home ownership, and car availability, have different impacts on the generation of travel for different trip purposes, and have major bearing on choice of travel mode. Motivations which activate the urge to travel are reflected in the trip attractions of different areas, choices of mode, times of day when trips are made, and willingness to travel various distances.

Travel Modes

Travel modes of internal person trips within the Planning Area are summarized in "unlinked" form as they were reported, in Table 22. Despite the age, density, and high concentration of activity in Boston Proper, the vast majority of the Region's trips, four out of every five, are made as driver or passenger in a private automobile; the remaining 20 per cent are made by school bus or public transit.

Auto driver trips alone account for nearly 57 per cent of all person trips, while automobile passenger trips represent

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Table 22

INTERNAL PERSON-TRIPS BY MODE
Average Weekday - 1963

MODE	NUMBER OF TRIPS(1) (thousands)	PER CENT
Auto Driver	4,444	56.6
Auto Passenger	1,907	24.3
Subtotal	6,351	80.9
Taxi Passenger	69	0.9
Truck Passenger	11	0.1
School Bus Passenger	364	4.6
Subway or Streetcar Passenger	438	5.6
Bus Passenger	565	7.2
Train Passenger	53	0.7
TOTAL	7,851	100.0

Source: Appendix Table B-2.

(1) Some person-trips are reported more than once, since trips made by two or more different travel modes were reported once for each mode used. There are 673,693 "Change Travel Mode" (CTM) trip ends, representing trips with one end at a purpose other than CTM. Of these, 319,308 represent trips from or to home, while 354,385 are trips from or to non-home termini.

24 per cent of all trips, and exceed the person trip volumes handled by all other modes combined.

Buses rank next to automobiles in importance, serving slightly more than seven per cent of all person trips. Subways and streetcars accommodate almost six per cent, while school buses serve almost five per cent. Railroad and taxi service each account for less than one per cent of the Planning Area's internal weekday trips.

The foregoing discussion has dealt with only person trips made by residents entirely within the Planning Area. There is much more travel performed than these comments imply. More than 875,000 internal truck-driver trips, about 190,000 taxi-driver trips, plus 40,000 trucks and 350,000 automobiles which cross the Planning Area's external cordon, add a third more vehicles (1,455,000 trips) to the travel reported by automobile drivers shown in Table 22. Another 400,000 automobile passengers crossing the external cordon must also be accounted for.

Vehicle travel throughout the Planning Area averages nearly 5,900,000 daily driver trips. Non-driver person trips, including those at the external cordon, number 3,800,000 by all modes. All forms of public transportation, exclusive of school buses (buses, subways, streetcars, rapid transit, commuter railroads) account for about 14 per cent of internal weekday trip generation, as shown in Table 22, or about 11 per cent of all driver and non-driver trips made to, from, and within the Planning Area.

Trip Purposes

Trips reported in the dwelling-unit survey were recorded according to several basic purpose categories. Person trips made in the Boston Planning Area during an average 1963 weekday are summarized according to purpose in the following tables.

The 7,851,000 internal trips by Planning Area residents have been arranged by "home-based" and "non-home-based" categories, according to purpose, in Table 23. Approximately 72 per cent of the total volume of trips, as recorded in the dwelling-unit survey, had either origin or destination at home. The remaining "miscellaneous" trips, with neither end at home, represent travel between work, business, shopping, social and various other activities and account for 28 per cent of all travel.

In Table 24, internal person trips have been summarized

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Table 23

TOTAL INTERNAL PERSON TRIPS BY PURPOSE - AS REPORTED

Average Weekday - 1963

PURPOSE AT DESTINATION	HOME BASED(1)		OTHER(2)		TOTAL	
	No. of Trips (000's)	Per Cent	No. of Trips (000's)	Per Cent	No. of Trips (000's)	Per Cent
Work	1,597	28.1	608	28.1	2,205	28.1
Personal Business	559	9.8	318	14.7	877	11.2
Recreation	293	5.2	92	4.2	385	4.9
School	665	11.7	42	1.9	707	9.0
Social	662	11.7	217	10.0	879	11.2
Shopping-Convenience(3)	625	11.0	242	11.2	867	11.0
Shopping-G.A.F. (4)	371	6.5	162	7.5	533	6.8
Serve Pass.	593	10.4	257	11.9	850	10.8
Change Travel Mode	319	5.6	229	10.5	548	7.0
TOTAL TRIPS	5,684	100.0	2,167	100.0	7,851	100.0
Per Cent	72.4		27.6		100.0	

Source: Appendix Table B-2.

(1) "Home-based" trips have either origin or destination at home.

(2) "Other" trips have neither origin nor destination at home.

(3) Covers convenience shopping such as groceries, drugs, etc.

(4) Covers shopping for general merchandise, apparel, furniture, etc.

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Table 24

DISTRIBUTION OF PERSON TRIPS BY PURPOSE IN RELATION TO TRAVEL MODE

	PER CENT OF TOTAL TRIPS FOR EACH PURPOSE							
PURPOSE AT DESTINATION	Auto Driver	Auto Pass.	Taxi Pass.	Truck Pass.	School Bus Pass.	Subway or Streetcar Passenger	Bus Pass.	Train Pass.
Home	34.6	40.2	43.9	24.1	47.4	17.5	41.2	14.0
Work	22.5	10.8	16.4	46.4	0.3	27.0	13.5	27.2
Personal Business	8.5	9.2	13.8	9.5	0.5	4.4	3.3	1.0
Recreation	1.6	7.6	2.3	2.4	0.3	1.6	1.3	0.8
School	0.8	5.7	4.1	6.6	50.5	5.1	8.1	2.6
Social	6.4	10.8	8.1	3.7	0.6	2.1	3.2	0.3
Shopping-Convenience	8.1	7.4	3.1	3.3	0.0	1.1	2.3	0.6
Shopping-G.A.F.	4.2	5.9	3.1	3.1	0.0	5.6	2.8	0.9
Serve Passenger	12.7	0.5	0.1	0.5	0.1	0.0	0.0	0.0
Change Travel Mode	0.6	1.9	5.1	0.4	0.3	35.6	24.3	52.6
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Note: Based on 7,851,000 internal trips. Not adjusted for linking of trips, or change-travel-mode corrections.

Source: Appendix Table B-2.

by percentages, according to purpose, for each travel mode. "Change Travel Mode" (CTM) emerges as a significant purpose for passengers of public transportation services. This is somewhat misleading, since CTM does not denote a trip-motivating purpose, but a temporary interruption of travel at a transfer point where the trip-maker changes from one travel mode to another.

There are 674,000 CTM trip ends, representing trips with one end at a purpose other than CTM. Of these, 319,000 represent trips to or from home, while 354,000 are trips to or from non-home termini. Linking appropriate trip segments together, to eliminate such travel interruptions, reduces total person trips by 373,000, to a basic total of 7,477,000 internal weekday trips by Planning Area residents. The resulting breakdown by trip purpose is set forth in Table 25.

Of the 7,477,000 "linked" trips shown in Table 25, 76 per cent are home-based and 24 per cent are miscellaneous. Almost a third of home-based travel (32 per cent) represents travel to or from work. Personal business, viz., traveling to or from medical facilities, paying bills, and banking, motivated nearly 12 per cent of all travel; school accounted for about 10 per cent, while 17 per cent, or a little more than a sixth of all travel, was of a social or recreational nature. (Social trips represented travel only to and from residential land in contrast to recreational trips to and from established recreational facilities such as theaters, bowling alleys, and parks.) Nearly one-fifth of the trips represented travel for shopping, of which 11.7 per cent were for "convenience" goods (e.g., grocery) and 7.3 per cent for "comparison-shopping" (GAF) activities for appliances, furniture, clothing, and other general merchandise.

Nearly one-eighth of the trips are designated as "Serve Passenger" travel; virtually all of these represent trips made by automobile drivers to accommodate passengers. If trip motives were re-defined according to the passengers' purposes, each of the foregoing purpose categories would, of course, be somewhat enlarged.

How do trips reported in the Planning Area compare with similar data from other recent comprehensive surveys? Are the reasons for travel consistent with those in other comparably large metropolitan regions? Such comparisons can be made from Table 26 which lists trip purpose data for the Chicago, Philadelphia and Baltimore urban areas. The Boston and Philadelphia surveys encompassed populations of comparable size, Chicago was considerably larger, while Baltimore had about half the number of people in the Boston Planning Area.

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Table 25

INTERNAL PERSON TRIPS BY PURPOSE - "CHANGING TRAVEL MODE" ELIMINATED

Average Weekday - 1963

PURPOSE AT DESTINATION	HOME BASED		OTHER		TOTAL	
	No. of Trips (000's)	Per Cent	No. of Trips (000's)	Per Cent	No. of Trips (000's)	Per Cent
Work	1,792	31.6	522	29.1	2,314	31.0
Personal Business	581	10.2	308	17.2	889	11.9
Recreation	303	5.3	88	4.9	391	5.2
School	702	12.4	26	1.5	728	9.8
Social	677	11.9	208	11.6	885	11.8
Shopping-Convenience	632	11.1	238	13.3	870	11.6
Shopping-G.A.F.	400	7.0	148	8.2	548	7.3
Serve Pass.	597	10.5	255	14.2	852	11.4
TOTAL TRIPS	5,684	100.0	1,793	100.0	7,477	100.0
Per Cent	76.0		24.0		100.0	

Source: Appendix Table B-2.

Table 26

HOME-BASED TRIPS COMPARED TO OTHER URBAN AREAS

URBAN AREA	SURVEY YEAR	SURVEY AREA POPULATION (000's)	TOTAL PERSON TRIPS(1) (000's)	PER CENT HOME BASED	PER CENT HOME-BASED FOR WORK	HOME-BASED TRIPS PER HOUSEHOLD(2)	
						All Trips	Work Trips
Chicago	1956	5,170	9,931	86.8	37.5	5.17	1.87
Philadelphia	1960	3,936	7,760	79.7	34.7	5.24	1.82
BOSTON	1963	3,584	7,477	76.0	31.0	5.21	1.65
Baltimore	1962	1,608	2,584	84.0	39.7	4.51	1.79

Source: Appendix Table B-2 and Table 25 for Boston Area data; recent surveys in other cities.

(1) Linked internal trips only (begin and end within the survey area).

(2) Does not include trips by residents to and from areas outside the external cordon.

Home-based trips were a smaller proportion of all reported trips in the Boston study than in any of the others, although the number of home-based trips per household was very nearly the same as in Chicago and Philadelphia. The data show that a larger number of trips without a home-base was reported in the Boston survey than in the others; this may relate to the meticulous effort and numerous call-backs employed during the dwelling-unit survey, to obtain complete records of travel from all households. The excellent screenline check, reported in Appendix IV, verifies this point. The inference may be drawn that a more complete reporting of trips for the other urban area studies would have resulted in more non-home trips, rather than increasing reported volumes of home-based travel.

While the average number of home-based trips was consistent with data from Philadelphia and Chicago, and over-all average trip production was appreciably higher than in either of those cities, the average number of home-based work trips per household was less in Boston than in the other communities listed. More than two-thirds of all home-based trips were motivated by purposes other than work.

"Change Travel Mode" Trips - It has been noted that "Change Travel Mode" denotes a transfer point where a trip is broken by exchanging from one form of transportation to another. Eight modes of travel by mechanical forms of transport were recognized in the survey, with transfer possible between all of them, including the three basic forms of public mass transportation -- buses, trains, and rapid transit (subway and streetcar). A considerable number of transfers also took place between private cars and public transport.

Fewer than five per cent of all motivated trips were found to employ two or more modes (354,000 of the 7,477,000 "linked" trips), of which nearly 90 per cent were home-based. Characteristics of these linked trips deserve comment.

In Table 27, the "home-based" CTM trips have been listed according to mode of arrival or departure at "home" and "non-home" trip terminals. Almost 30 per cent of multi-modal trips depart from, or arrive at, home-base in an automobile. Most remaining trips use public transport, with 60 per cent of all CTM trips leaving or arriving at home by bus.

At the non-home end of the trip, only seven per cent leave or arrive by car, most as passengers, while more than 90 per cent use public transport. Nearly two-thirds of the entire group of transfer trips are oriented towards rapid transit (subway-streetcar) at the non-home end of the trip, while only 20 per cent are so oriented at the home base. Well over

Table 27

SUMMARY OF MULTI-MODAL ("C.T.M.") TRIPS[(1)]
Average Weekday - 1963

MODE	HOME BASED			NON-HOME BASED		
	Trip Ends (000's)	Per Cent		Trip Ends (000's)	Per Cent	
Auto Drivers	42.8	13.4)	29.5	8.8	2.8)	7.1
Auto Passengers	51.5	16.1)		13.8	4.3)	
Taxi Passengers	5.9	1.9)	2.0	3.4	1.1)	2.0
Truck Passengers	0.2	0.1)		0.4	0.1)	
School Bus	0.1	--)		2.5	0.8)	
Subway-Streetcar	20.5	6.4)	68.5	209.1	65.6)	90.9
Bus	192.3	60.2)		59.4	18.6)	
Train	6.1	1.9)		21.5	6.7)	
TOTAL	319.4	100.0	100.0	318.9	100.0	100.0

---

(1) Non-Home trip-ends by mode computed at 90 per cent of all Change Travel Mode (CTM) "trips" to or from non-home purposes; approximately equal to CTM "trips" to and from home. Data derived from Appendix Table B-2.

half of the CTM interchange from rapid transit (subway-streetcars) takes place with buses.

Purposes of Auto Driver Trips - Auto driver trips by purpose at destination are summarized in Table 28. Approximately 35 per cent had destinations at home. Other major purpose categories include work, 22.5 per cent, serve passenger 12.7 per cent, personal business 8.5 per cent, convenience shopping 8.1 per cent, social 6.4 per cent, and GAF shopping 4.2 per cent. It is interesting to note that GAF shopping is about half the magnitude of convenience shopping.

Trip purposes within the Planning Area for automobile trips crossing the external cordon on an average 1963 summer weekday are shown in Table 29 and Figure 30. About 48 per cent of all trips with destinations in the Planning Area were

Boston Regional Planning Project

Table 28

INTERNAL AUTO DRIVER TRIPS BY PURPOSE AT DESTINATION
Average Weekday - 1963

PURPOSE AT DESTINATION	NUMBER OF TRIPS	PER CENT
Home	1,538,870	34.7
Work	1,002,124	22.5
Personal Business	378,331	8.5
Recreation	73,106	1.6
School	33,138	0.7
Social	284,090	6.4
Change Travel Mode	26,297	0.6
Convenience Shopping	358,370	8.1
GAF Shopping	186,395	4.2
Serve Passenger	563,642	12.7
TOTAL	4,444,363	100.0

Source: Appendix Table B-2.

going home; 22.5 per cent were going to work; 8.2 per cent were destined to social and 7.5 per cent to recreational activities.

In comparison, 43.1 per cent of all through trips across the external cordon were going home, 27.0 per cent to recreation, 11.1 per cent to social, and 10.5 per cent to work activities.

Thus, social and recreational purposes motivate most through travel, and are important motives for local trips across the external cordon, but constitute a relatively minor proportion of auto driver trips made wholly within the Planning Area. A large proportion of through travel consisted of trips between southern New England, New York, or New Jersey and the northern New England recreational areas.

Vehicle Occupancy

Automobile occupancy in the Planning Area varied for each basic trip purpose and also by general orientation among internal, external-local, and through trips. The average number of occupants per automobile trip according to trip purpose and

Table 29

PURPOSE OF AUTOMOBILE TRIPS CROSSING EXTERNAL CORDON
Average Summer Weekday - 1963

AUTOMOBILE TRIP PURPOSE	LOCAL TRIPS(1)		THROUGH TRIPS(2)	
	Number	Per Cent	Number	Per Cent
Home	155,285	47.8	11,622	43.1
Work	73,600	22.6	2,815	10.5
Personal Business	17,404	5.4	1,312	4.9
Recreation	24,490	7.5	7,285	27.0
School	2,318	0.7	145	0.5
Social	26,549	8.2	2,996	11.1
Change Travel Mode	1,016	0.3	23	0.1
Shopping-Convenience(3)	12,861	4.0	358	1.3
Shopping-G.A.F.(4)	7,596	2.3	214	0.8
Serve Passenger	4,024	1.2	180	0.7
TOTAL	325,143	100.0	26,950	100.0

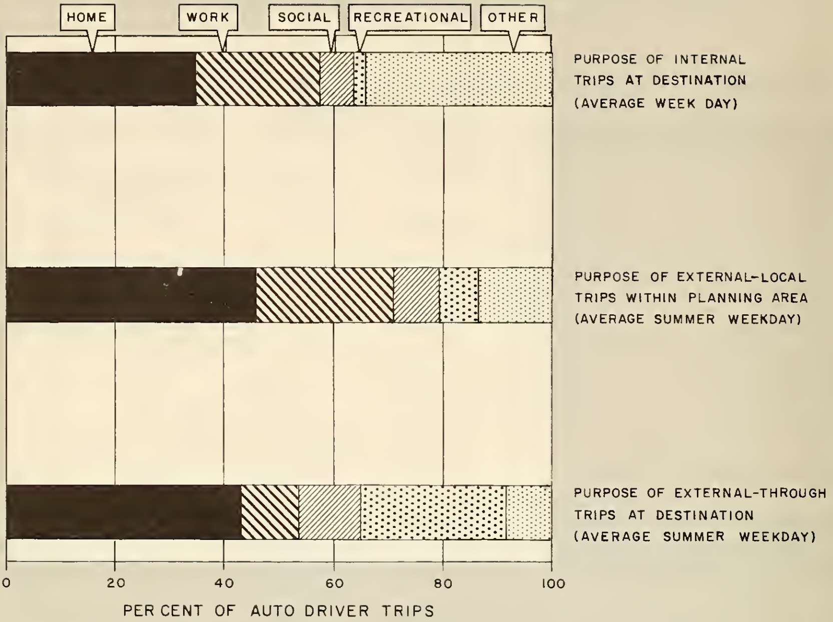
Source: Appendix Tables B-2, A-1 and A-2.

(1) "Local" trips originate or terminate within the Planning Area, such as a trip between Boston and New York. Trip Purpose within the Planning Area is shown.

(2) "Through" trips neither originate nor terminate within the Planning Area, such as a trip between Rhode Island and New Hampshire. Destination trip purpose is shown.

(3) Covers convenience shopping, such as groceries, drugs, etc.

(4) Covers shopping for general merchandise, apparel, furniture, etc.

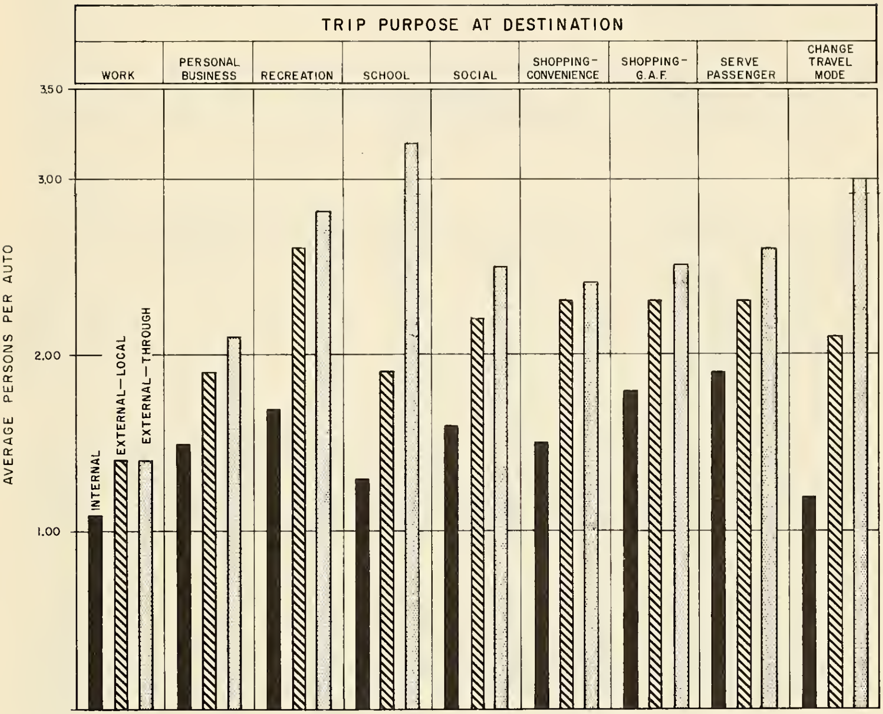


1963 AUTO DRIVER TRIP PURPOSES

Wilbur Smith and Associates BOSTON REGIONAL PLANNING PROJECT **FIGURE 30**

orientation is illustrated in Figure 31 and summarized in Table 30.

Shown here is a wide range in vehicle occupancy. Occupancies varied from a minimum of 1.1 persons per car for internal work trips to 2.8 for "external-through" recreational trips.



**AVERAGE AUTOMOBILE OCCUPANCY BY TRIP PURPOSE
HOME-BASED TRIPS**

Wilbur Smith and Associates BOSTON REGIONAL PLANNING PROJECT FIGURE 31

Internal Trips - Automobile trips which both originate and terminate within the Planning Area had an over-all average occupancy of 1.5 persons. Home-based trips averaged 1.4 persons, while trips which did not start or end at home averaged 1.7 occupants. There were wide variations from these averages

Table 30

1963 AUTOMOBILE OCCUPANCY BY TRIP PURPOSE
Internal and External Trips

TRIP PURPOSE	INTERNAL TRIPS		EXTERNAL-LOCAL(1)		EXTERNAL-THROUGH(2)	
	Occupants	Per Cent of Average	Occupants	Per Cent of Average	Occupants	Per Cent of Average
HOME-BASED AUTOMOBILE TRIPS						
Work	1.08	72	1.40	68	1.46	60
Personal Business	1.45	96	1.95	94	2.15	89
Recreation	1.69	112	2.75	133	2.80	116
School	1.25	83	1.90	92	2.18	90
Social	1.57	104	2.28	110	2.52	104
Shopping-Convenience(3)	1.49	99	2.31	112	2.43	100
Shopping-G.A.F.(4)	1.75	116	2.30	111	2.45	101
Serve Passenger	1.83	121	2.29	111	2.62	108
Change Travel Mode	1.25	83	2.16	104	2.37	98
AVERAGE - HOME-BASED TRIPS	1.43	95	2.09	101	2.45	101
ALL OTHER AUTOMOBILE TRIPS						
Not Home-Based	1.68	111	1.93	93	2.17	90
OVER-ALL AVERAGE	1.51	100	2.07	100	2.42	100

Source: Appendix Tables B-3.

(1) External "local" trips originate or terminate within the Planning Area, such as a trip between Boston and New York. Trip purpose within the Planning Area is shown.

(2) External "through" trips neither originate nor terminate within the Planning Area, such as a trip between Rhode Island and New Hampshire. Trip purpose at destination is shown.

(3) Covers convenience shopping, such as groceries, drugs, etc.

(4) Covers shopping for general merchandise, apparel, furniture, etc.

within each category of trips by purpose.

Trips between home and work had the lowest average occupancy -- only 1.1 persons. Automobile occupancies for school trips and trips to change travel mode averaged 1.2 persons per car.

Home-based trips with relatively high average occupancies included those to serve passenger, at 1.8 persons; recreational trips at 1.7 persons; and GAF shopping trips at 1.8 persons. Trips for personal business and convenience shopping averaged 1.5 persons.

External-Local Trips - Automobile trips with one terminus in the Planning Area (such as trips between Boston and New York) had an over-all average occupancy of 2.1 persons per car. Recreational trips had the highest occupancy, 2.8 persons per car, while work trips had the lowest at 1.4. It is significant to note that external-local trips experienced higher occupancy rates than internal trips for comparable purpose categories.

External-Through Trips - Automobile trips which passed through the Planning Area, such as a trip between Rhode Island and New Hampshire, had an over-all average occupancy of 2.4 persons. Home-based trips within this category averaged nearly 2.5 persons per car, while trips which did not start or end at home averaged 2.2.

Recreational trips had the highest occupancy at 2.8 persons per car and home-to-work trips, the lowest, 1.5. For every trip purpose, external-through trips had occupancy rates higher than either external-local trips or internal trips. This verifies numerous other studies which have found that occupancy increases as trips become longer.

PARKING CHARACTERISTICS

In the Dwelling-Unit Survey, the type of parking used at destinations of auto driver trips was obtained for ten categories of parking facilities. These included street parking free, meter, and cruising; and off-street parking in pay or free lots or garages, services or repairs, or place of residence. Data also were recorded for vehicles "not parked." All ten categories of parking were summarized for each of the 152 communities within the Planning Area, with the City of Boston subdivided into 13 sections. The business center of the city is included in the area designated as Boston Proper.

The use of parking facilities is summarized in Table 31.

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Table 31

PARKING FACILITIES USED AT DESTINATION
Average Weekday - 1963

TYPE OF PARKING	BOSTON PROPER			ALL OTHER			TOTAL		
	Number	Per Cent	Per Cent of All Vehicles Parked	Number	Per Cent	Per Cent of All Vehicles Parked	Number	Per Cent	Per Cent of All Vehicles Parked
ON STREETS									
Curb-Free	44,055	31.9	36.3	870,680	20.2	22.9	914,735	20.6	23.3
Curb-Metered	8,458	6.1	6.9	96,829	2.2	2.5	105,287	2.4	2.7
Cruised	261	0.2	0.2	7,044	0.2	0.2	7,305	0.2	0.2
Total On Street	52,774	38.2	43.4	974,553	22.6	25.6	1,027,327	23.2	26.2
OFF STREET									
Free-Garages	1,652	1.2	1.4	27,125	0.6	0.8	28,777	0.6	0.7
Lots	32,103	23.3	26.5	1,273,950	29.6	33.5	1,306,053	29.4	33.3
Service or Repairs	236	0.2	0.2	27,494	0.6	0.7	27,730	0.6	0.7
Residential Prop.	2,096	1.5	1.7	1,450,477	33.7	38.1	1,452,573	32.7	37.0
Subtotal	36,087	26.2	29.8	2,779,046	64.5	73.1	2,815,133	63.3	71.7
Pay-Garages	11,216	8.1	9.2	6,776	0.2	0.2	17,992	0.4	0.5
Lots	21,526	15.5	17.6	40,916	1.0	1.1	62,442	1.4	1.6
Subtotal	32,742	23.6	26.8	47,692	1.2	1.3	80,434	1.8	2.1
Total Off Street	68,829	49.8	56.6	2,826,738	65.7	74.4	2,895,567	65.1	73.8
OTHER									
Not Parked	14,187	10.3	--	422,111	9.8	--	436,298	9.8	--
Unknown	2,321	1.7	--	82,850	1.9	--	85,171	1.9	--
Subtotal	16,508	12.0	--	504,961	11.7	--	521,469	11.7	--
TOTAL	138,111	100.0	100.0	4,306,252	100.0	100.0	4,444,363	100.0	100.0

Source: Appendix Table F-1

On a typical weekday, nearly 4,000,000 auto driver trips by Planning Area residents required temporary parking or storage in the Boston Metropolitan Region; another 500,000 trips were not parked at the trip destination, but merely paused to pick-up or deposit passengers or to perform an errand for which the driver did not leave his car. Nearly three-fourths of all parked vehicles used off-street facilities, while over one-fourth parked along curbs.

Over-all, 23 per cent of all parkers used free curb spaces, while an additional three per cent parked at metered curbs. "Cruising" vehicles amounted to a very small fraction of the total parkers.

Most off-street parking -- 37 per cent of all parkers -- was at place of residence; another 33 per cent parked free in lots. Less than two per cent used free garages, or had their cars in for service or repairs. Only two per cent of all off-street parkers paid fees. One out of every four off-street pay parkers used garage facilities.

There are, however, some major differences among persons parking in Boston Proper, and those in other areas. Within Downtown Boston, 38 per cent parked at curbs, 26 per cent at "free" off-street facilities, and 24 per cent in pay lots and garages.(3) Residential parking, as would be expected, was minimal, in contrast to outlying areas where it was the largest single category.

TRUCK AND TAXI TRIPS

Commercial-vehicle movements in the Boston Metropolitan Region constitute a sizeable proportion of the total daily vehicle flow. Each day, there are over 878,000 truck trips within the Planning Area, accounting for 16 per cent of the total daily vehicle trips. One out of every 10 trips across the external cordon is by truck, as shown in Table 32.

Type of Vehicle

As in other urban areas, light trucks dominate the daily truck flow. Light trucks (single unit, two-axle, four-tire vehicles) comprise about 62 per cent of all truck trips; medium trucks accounted for about 36 per cent of the total and

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(3) Subsequent to this survey, enforcement of parking-meter usage in Boston was abandoned, pending receipt of vandal-proof equipment, installation of which was initiated in mid-1965.

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Table 32

TRAFFIC COMPOSITION CROSSING EXTERNAL CORDON
Average Summer Weekday - 1963

TYPE	LOCAL(1)	THROUGH(2)	TOTAL	PER CENT
NUMBER OF VEHICLES:				
Automobiles	325,143	26,950	352,093	89.6
Trucks	37,837	2,823	40,660	10.4
TOTAL	362,980	29,773	392,753	100.0
PER CENT:				
Automobiles	92.3	7.7	100.0	
Trucks	93.1	6.9	100.0	
TOTAL	92.4	7.6	100.0	

Source: Appendix Tables C-2 and C-3.

(1) "Local" trips originate or terminate within the Planning Area, such as a trip between New York and Boston.

(2) "Through" trips neither originate nor terminate within the Planning Area, such as a trip between Rhode Island and New Hampshire. Since these trips cross the external-cordon twice (once entering the Planning Area, and again upon leaving the Planning Area), the actual external-cordon crossings made by "Through" trips are twice the numbers shown.

heavy trucks, two per cent; 82 per cent of all trips are made by private carrier, seven per cent by line carriers, and one per cent by publicly-owned trucks.(4)

The distribution of truck trips among heavy, light, and medium trucks varies according to type of operation. These differences are apparent from Table 33. Light trucks comprise 73 per cent of trips by publicly-owned vehicles, 64 per cent of all trips by private carriers, and only 27 per cent of all trips by "for hire" vehicles.

Medium trucks account for 27 per cent of all publicly-owned truck trips, 36 per cent of truck trips by private carriers and 64 per cent of all truck trips by for-hire carriers. Heavy trucks amount to nine per cent of all trips by for-hire carriers, but only a small fraction of the trips performed by other carriers.

Thus, for-hire carriers operate generally large vehicles. Many of the smaller carriers are associated with home delivery.

Truck Trip Purpose

All commercial vehicle trips reported in the truck survey were coded to ten purposes, and further classified by type of truck operator. This classification is presented in Table 34. Over-all, 38 per cent of all truck trips were for retail delivery, 25 per cent for wholesale delivery and 12 per cent to their "home base."

But, as previously indicated, there are wide differences among the different type of carriers. More than half of all publicly-owned vehicles were mail or express delivery; and 18 per cent were providing maintenance and service functions. In striking contrast, the bulk of "for-hire" carriers, 44 per cent, were involved in wholesale delivery, 16 per cent in delivery of express (or mail), and 15 per cent in retail delivery. Private carriers, the largest fleet of trucks in the Planning Area, were primarily involved in retail delivery or wholesale delivery, 45 and 26 per cent, respectively.

Empty Truck Trips

Within the Planning Area, 133,000 trips (15 per cent of

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(4) Data set forth by the U.S. Department of Commerce report 60 per cent were light -- mostly with a pickup or panel body. See Transport Topics, September 14, 1964.

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Table 33

INTERNAL TRUCK TRIPS BY TYPE OF VEHICLE AND OPERATOR
Average Weekday - 1963

TYPE OF TRUCK	TYPE OF TRUCK OPERATOR						TOTAL	
	Private Carrier		"For-Hire" Carrier		Publicly Owned			
	Trips (000)	Per Cent	Trips (000)	Per Cent	Trips (000)	Per Cent	Trips (000)	Per Cent
TRUCK TRIPS:								
Single-Unit Trucks								
Two-Axle, Four-Tire	456.4	63.7	17.4	27.3	71.5	73.0	545.3	62.1
Two-Axle, Six-Tire	238.4	33.3	35.9	56.2	25.9	26.4	300.2	34.2
Three-Axle	11.8	1.6	4.6	7.2	0.1	0.1	16.5	1.9
Subtotal	706.6	98.6	57.9	90.7	97.5	99.5	862.0	98.2
Semi-Trailers								
Three-Axle	5.7	0.8	3.2	4.9	0.3	0.3	9.2	1.0
Four-Axle	3.0	0.4	2.2	3.6	0.1	0.1	5.3	0.6
Five-Axle	0.5	0.1	0.1	0.1	--	--	0.6	0.1
Subtotal	9.2	1.3	5.5	8.6	0.4	0.4	15.1	1.7
Combinations								
Four-Axle	0.6	0.1	0.4	0.6	0.1	0.1	1.1	0.1
Five-Axle	--	--	0.1	0.1	--	--	0.1	--
Subtotal	0.6	0.1	0.5	0.7	0.1	0.1	1.2	0.1
TOTAL	716.4	100.0	63.9	100.0	98.0	100.0	878.3	100.0

TYPE OF TRUCK	Private Carrier	"For-Hire" Carrier	Publicly Owned	TOTAL
PER CENT BY TYPE OF OPERATOR:				
Single-Unit Trucks				
Two-Axle, Four-Tire	83.7	3.2	13.1	100.0
Two-Axle, Six-Tire	79.4	12.0	8.6	100.0
Three-Axle	71.9	27.7	0.4	100.0
Subtotal	82.0	6.7	11.3	100.0
Semi-Trailers				
Three-Axle	61.9	34.5	3.6	100.0
Four-Axle	55.8	43.2	1.0	100.0
Five-Axle	92.1	7.9	--	100.0
Subtotal	60.9	36.5	2.6	100.0
Combinations				
Four-Axle	59.1	35.4	5.5	100.0
Five-Axle	--	100.0	--	100.0
Subtotal	55.5	39.4	5.1	100.0
TOTAL	81.6	7.3	11.1	100.0

Source: Special Truck Survey tabulations.

Table 34

INTERNAL TRUCK TRIPS BY BUSINESS PURPOSE AND TYPE OF OPERATOR
Average Weekday - 1963

BUSINESS PURPOSE TO	TYPE OF TRUCK OPERATOR						TOTAL	
	Private Carrier		"For-Hire" Carrier		Publicly-Owned			
	Trips (000)	Per Cent	Trips (000)	Per Cent	Trips (000)	Per Cent	Trips (000)	Per Cent
TRUCK TRIPS:								
Home Base	87.9	12.2	7.0	10.9	10.2	10.4	105.1	12.0
Personal Use	13.9	1.9	0.2	0.4	0.7	0.7	14.8	1.7
Retail Delivery	341.4	44.8	9.4	14.7	1.0	1.0	331.8	37.8
Wholesale Delivery	187.6	26.1	28.3	44.1	1.6	1.6	217.5	24.7
Trash Collection	13.4	2.7	3.5	5.5	11.0	11.2	32.9	3.7
Mail and Express	6.0	0.8	10.5	16.4	50.4	51.4	66.9	7.6
Construction	17.7	2.5	2.6	4.0	0.9	1.0	21.2	2.4
Maintenance or Repairs	51.3	7.2	1.0	1.6	17.1	17.5	69.4	7.9
Furniture Transfer	1.1	0.2	0.3	0.6	0.0	--	1.4	0.2
Other	11.1	1.6	1.1	1.8	5.1	5.2	17.3	2.0
TOTAL	716.4	100.0	63.9	100.0	98.0	100.0	878.3	100.0
PER CENT BY TYPE OF OPERATOR:								
Home Base		83.7		6.6		9.7		100.0
Personal Use		93.8		1.6		4.6		100.0
Retail Delivery		96.9		2.8		0.3		100.0
Wholesale Delivery		86.3		13.0		0.7		100.0
Trash Collection		56.0		10.6		33.4		100.0
Mail and Express		9.0		15.7		75.3		100.0
Construction		83.4		12.1		4.5		100.0
Maintenance and Repairs		73.9		1.5		24.6		100.0
Furniture Transfer		76.3		23.0		0.7		100.0
Other		64.0		6.5		29.5		100.0
TOTAL		81.6		7.3		11.1		100.0

Source: Special Truck Survey tabulations.

all truck trips) were performed by empty vehicles. As shown in Table 35, the highest proportions of empty trips were made by certain classes of medium and heavy truck units: up to 41 per cent of the three-axle medium units and 43 per cent of the five-axle semi-trailers.

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Table 35

EMPTY INTERNAL TRUCK TRIPS BY TYPE OF TRUCK AND OPERATOR
Average Weekday - 1963

TYPE OF TRUCK OR OPERATOR	EMPTY TRUCK TRIPS		PER CENT OF ALL TRUCK TRIPS
	Number	Per Cent	
BY TYPE OF TRUCK:			
Single-Unit Trucks -			
Two-Axle, Four-Tire	73,866	55.7	13.5
Two-Axle, Six-Tire	46,660	35.2	15.5
Three-Axle	6,741	5.1	40.9
Subtotal	127,267	96.0	14.8
Semi-Trailers -			
Three-Axle	2,781	2.1	30.4
Four-Axle	1,985	1.5	37.1
Five-Axle	259	0.2	42.6
Subtotal	5,025	3.8	33.3
Combinations -			
Four-Axle	312	0.2	27.7
Five-Axle	15	--	20.5
Subtotal	327	0.2	27.3
TOTAL	132,619	100.0	15.1
BY TYPE OF TRUCK OPERATOR:			
Private Carriers	103,825	78.3	14.5
"For-Hire" Carriers	10,547	8.0	16.5
Publicly-Owned Trucks	18,267	13.7	18.6
TOTAL	132,619	100.0	15.1

Source: Special Truck Survey tabulations.

Taxi Trip Purposes

Driver trip purposes at destination for 187,000 taxi trips within the Planning Area are listed in Table 36. As expected, most taxi trips (82 per cent) are to pick up or discharge passengers, while the remaining 18 per cent are primarily to taxi stands or home base.

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Table 36

INTERNAL TAXI TRIPS BY BUSINESS PURPOSE
Average Weekday - 1963

BUSINESS PURPOSE(1)	NUMBER OF TRIPS	PER CENT
Home Base	13,595	7.3
Personal Use	300	0.2
Taxi Stand	17,224	9.2
Pick-up Passenger	65,864	35.2
Discharge Passenger	88,042	47.0
Pick-up Article	612	0.3
Deliver Article	675	0.4
Cruise	311	0.2
Other	460	0.2
TOTAL	187,083	100.0

Source: Special Taxi Survey tabulations.

(1) Purpose "to" specified activity.

It may be noted in Table 36 that a total of over 88,000 taxi trips was conducted to "discharge passenger." The Dwelling-Unit Survey reported 68,000 taxi trips by Planning Area residents. This suggests that there are approximately 20,000 or more taxi passengers accommodated within the Planning Area, on the average 1963 weekday, who are not residents of the Planning Area.

Chapter 4

EXISTING TRAVEL PATTERNS

The spatial, or geographic, aspects of urban travel serve to dimension the adequacy or deficiency of urban transportation system. The magnitude of person trips (all modes) and vehicular trips (auto, truck, taxi) between points of origin and destination denotes present travel and, therefore, the "demand" for transportation facilities between these points.

In the Boston Regional Planning Area, the central core, consisting of the City of Boston and surrounding communities, is the focus of person-trip movements. This chapter describes and quantifies spatial patterns of travel between this core and surrounding parts of the Planning Area.

TRAVEL TO BOSTON PROPER

"Boston Proper" constitutes the 2.2 square-mile area, roughly bounded by the Charles River, Boston Harbor, and Massachusetts Avenue. It includes the traditional central business district, and the expanding Back Bay Area. It is the region's financial, commercial, and governmental center. Each day, one out of every 10 trips in the Planning Area has its origin or destination in Boston Proper. More specifically, 11 per cent of the region's total person trips are made to, from, or within this area which contains less than 0.1 per cent of the region's land.

General Magnitudes

Travel to, from, or within Boston Proper approximate 840,000 person trips per weekday. Distribution of these trips according to travel mode and generalized area of origin are summarized in Table 37. The table shows the total number of person trips and vehicle trips with origin or destination in the City, the "inner suburbs" (communities located between Boston and Route 128), the "outer suburbs" (communities located beyond Route 128), and locations outside of the Planning Area. The proportions of total person trips made by transit are also indicated, for each of these geographic areas.

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Table 37

VEHICLE AND PERSON TRIPS TO, FROM AND WITHIN BOSTON PROPER - BY MODE
Average Weekday - 1963

MODE	INTRAZONE TRIPS(1)		CITY OF BOSTON		OTHER INSIDE RT. 128		OUTSIDE RT. 128		BEYOND EXTERNAL CORDON(2)		ALL BOSTON PROPER	
	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent
Vehicle Trips												
Automobile	23,544	30.0	76,479	67.1	121,234	88.7	28,029	93.6	14,306	85.8	263,592	70.2
Taxi	22,824	29.0	18,864	16.6	5,154	3.8	182	0.6	--	--	47,024	12.5
Truck	32,186	41.0	18,591	16.3	10,287	7.5	1,726	5.8	2,372	14.2	65,162	17.3
Total	78,554	100.0	113,934	100.0	136,675	100.0	29,937	100.0	16,678	100.0	375,778	100.0
Per Cent	20.9		30.3		36.4		8.0		4.4		100.0	
Person Trips												
Auto Driv.	23,544	30.0	76,479	22.9	121,234	37.0	28,029	50.1	14,306	32.6	263,592	31.4
Auto Pass.	9,073	11.6	32,675	9.8	56,782	17.4	13,207	23.6	29,613(3)	67.4	141,350	16.8
Transit	38,566	49.1	218,389	65.3	145,606	44.5	14,400	25.8	N.A.	--	416,961	49.7
Truck Pass.	--	--	315	0.1	424	0.1	74	0.1	N.A.	--	813	0.1
Taxi Pass.	7,149	9.1	6,028	1.8	3,074	0.9	16	0.0	N.A.	--	16,267	1.9
School Bus	141	0.2	425	0.1	299	0.1	247	0.4	N.A.	--	1,112	0.1
Total	78,473	100.0	334,311	100.0	327,419	100.0	55,973	100.0	43,919	100.0	840,095	100.0
Per Cent	9.3		39.8		39.0		6.7		5.2		100.0	

(1) Data in the first column represent trips that had both origin and destination in Boston Proper. These must be doubled to develop "trip-ends" which are a measure of activity in the area. Trips in all other columns have only one end in Boston Proper and constitute a measurement of activity without further adjustment.

(2) External trips are for Average Summer Weekday, 1963.

(3) Assumes average car occupancy of 2.07 persons for local trips at External Cordon.

N.A. - Data not available.

Source: Appendix Table C-1

Over nine per cent of the Boston Proper person trips are made wholly within its limits. Almost 40 per cent are to and from other districts in the City of Boston; 39 per cent to or from the "inner suburbs"; seven per cent to or from "outer suburbs"; and five per cent across the External Cordon. Thus, most downtown trips are made from within the City of Boston and immediately adjacent communities.

Approximately half of all person trips tributary to the Core Area are made by public transport; 31 per cent are made as auto drivers and 17 per cent as auto passengers. Truck, taxi, and school-bus passengers account for a very small proportion of the total.

Daily vehicle trips to, from, or within Boston Proper number 376,000 of which 21 per cent are intrazonal, 30 per cent are to or from the City of Boston, 36 per cent to or from inner suburbs, eight per cent from outer suburbs, and four per cent from locations outside the Planning Area. Over 70 per cent of all vehicle trips are by automobile, and 17 per cent by motor truck; the remainder are by taxi.

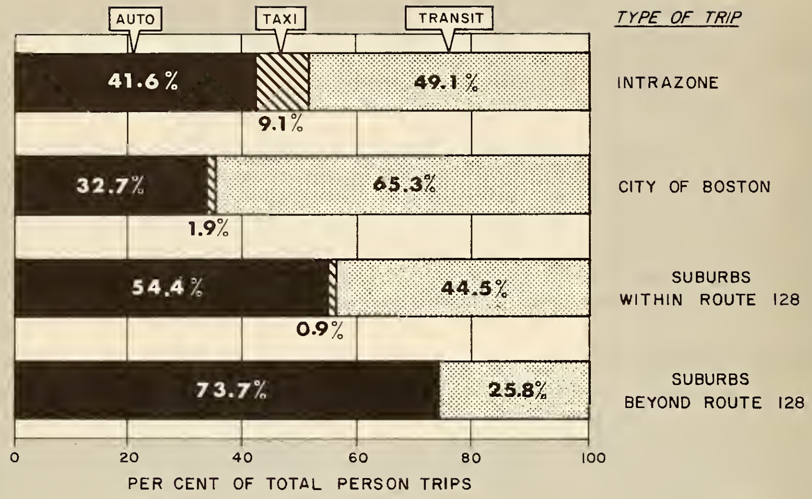
Regional Variations

These travel patterns are vastly different between central city and suburban areas. As previously indicated in Table 37, and shown in Figure 32, automobile travel is proportionately greatest in outer suburbs; and least in the City of Boston. In contrast, transit travel is heaviest between Boston Proper and the rest of the City of Boston; more than 65 per cent of all Boston Proper trips from the rest of the City of Boston are made by transit, as compared with 44 per cent from the inner suburbs, and 26 per cent from the outer suburbs.

Boston Proper trip attractions also represent different rates of trip generation in the City and suburb; see Table 38 and Figure 33. The highest rates of per capita trip attraction are to and from other parts of the City; the lowest are to and from the "outer" suburbs.

Comparison with Other Downtown Areas

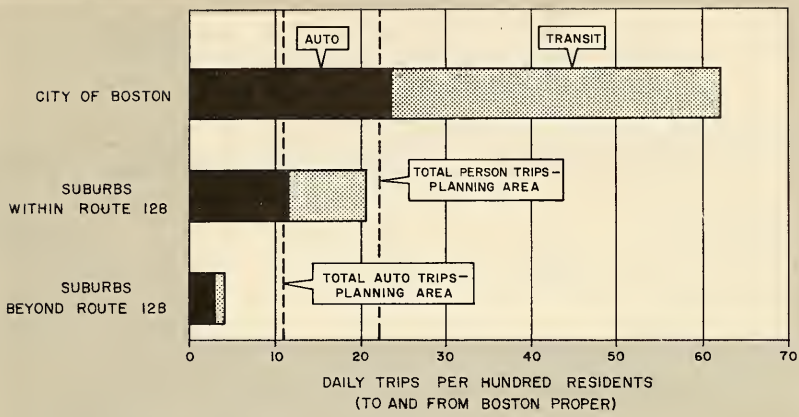
It has long been recognized that Boston Proper is one of the nation's most intensively developed business centers; the Planning Project's origin-destination study has substantiated this important fact. Daily person-trip attraction of Boston Proper is comparable in magnitude to those for Downtown Chicago and Philadelphia as shown in Table 39. Each central area generates three-quarters of a million person trips or more each day, half or more by transit.



1963 MODAL DISTRIBUTION OF TRIPS TO AND FROM BOSTON PROPER

Wilbur Smith and Associates BOSTON REGIONAL PLANNING PROJECT FIGURE 32

Comparisons can also be made of public transportation use to and from Boston Proper with experience in other cities (Table 40). In Boston, as in Baltimore and Pittsburgh, there is striking similarity in the relative proportion of transit trips to the central area by residents of the city and suburban



1963 TRIP ATTRACTION RATES OF BOSTON PROPER

Wilbur Smith and Associates BOSTON REGIONAL PLANNING PROJECT FIGURE 33

Boston Regional Planning Project

Table 38

BOSTON PROPER TRIP GENERATION BY MAJOR COMPONENTS OF THE PLANNING AREA

Average Weekday - 1963

AREA	CBD TRIPS	POPULATION	DAILY TRIPS PER CAPITA
City of Boston (Includes Intrazone)	412,784	670,356	0.62
Inner Suburbs	327,419	1,545,365	0.21
Outer Suburbs	55,973	1,368,699	0.04
TOTAL(1)	796,176	3,584,420	0.22

Source: Tables 15 and 37.

(1) Excludes CBD Trips from outside Planning Area.

Table 39

COMPARATIVE CENTRAL-AREA TRIP ATTRACTION
Boston and Selected Cities

ITEM	CITY		
	Chicago	Philadelphia	Boston
CBD Person Trips (Thousands)	932	746	846(1)
Approximate Area of CBD	1.1	1.9	2.2
Person Trips Per Square Mile (Thousands)	878	393	384
Per Cent Transit	71	58	50
Per Cent Auto-Truck-Taxi	29	42	50

Source: Computed from Chicago and Philadelphia Area Transportation Studies.

(1) Includes 80,000 intrazone trips.

areas. These findings illustrate the importance of transit in serving CBD trips from the high-density parts of each urban region.

TRIP DENSITY PATTERNS

In the Planning Area, as in other urban regions, there is a much higher density of trip ends in densely populated regional core communities than in more sparsely settled towns on the periphery of the region. Variations in personal and vehicular travel among various communities are discussed in the following sections, with special attention to transit trips. Trip-density charts, showing trip ends per square mile (Figures 34 through 37), portray these patterns.(1)

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(1) There are, of course, a great variety of ways to portray these travel patterns; methods include trip-end charts, trip-density contours, and trip desire lines. In this study, both trip density and desire lines have been developed.

Table 40

MODAL ALLOCATION OF TRIPS BETWEEN CENTRAL BUSINESS DISTRICT AND VARIOUS PARTS OF THE URBAN REGION

	PER CENT OF CBD TRIPS BY PUBLIC TRANSIT		
	CBD Central City	CBD Suburbs	All CBD
BOSTON	62(1)	42(2)	50
Baltimore	43	27	38
Pittsburgh	58	44	60

Source: Calculated from origin-destination studies in each urban area.

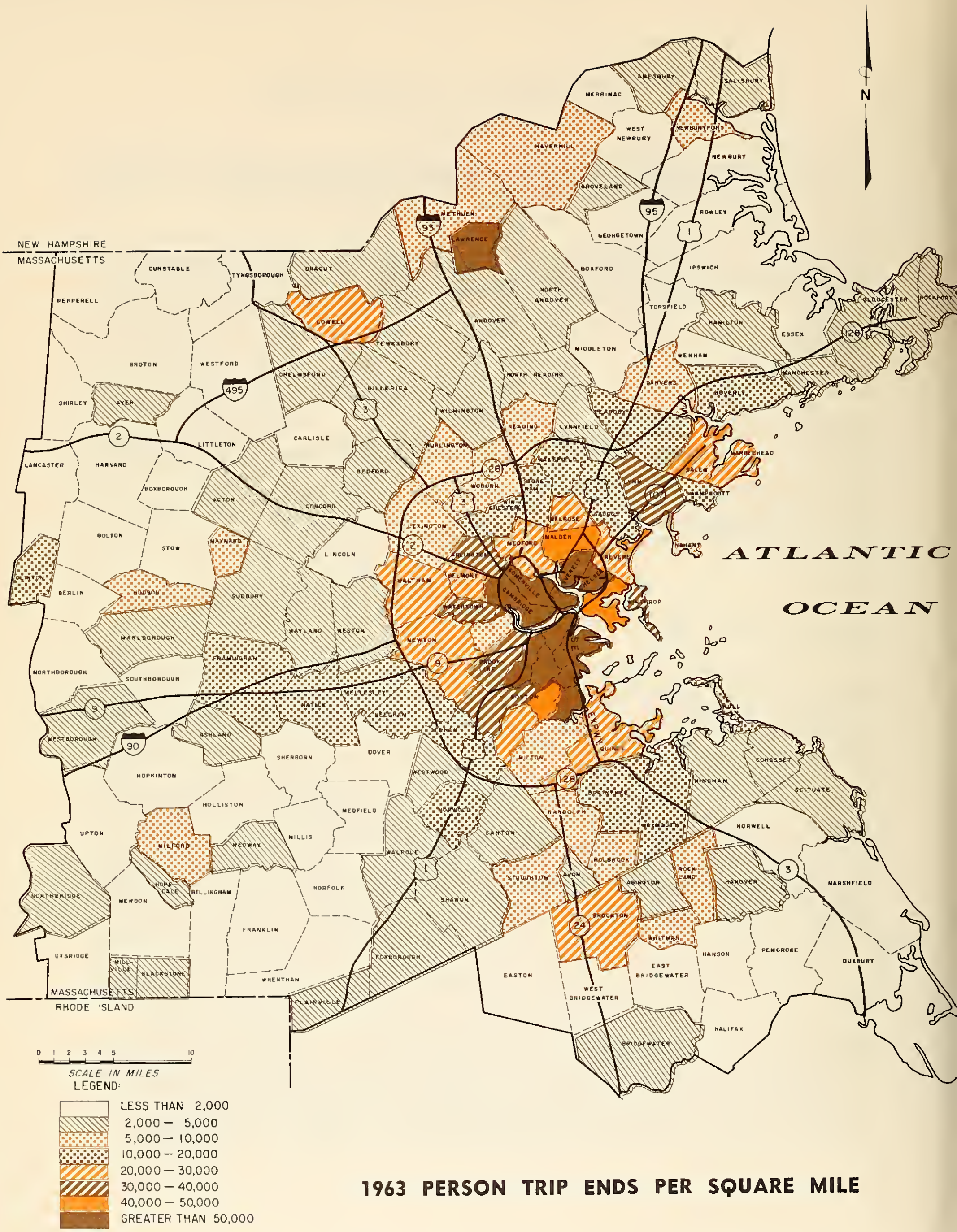
(1) Includes intrazone trips; 65 per cent if they are excluded.

(2) Within Route 128, 44 per cent.

Total Person Trips

A simple and effective expression of activity in component parts of the Planning Area has been prepared by computing trip-end densities per square mile of gross land area for each of the 152 towns and 13 subdivisions of the City of Boston. Relative densities of person trip ends in each of the communities within the Planning Area are illustrated in Figure 34. This pattern largely reflects the distribution of population densities, except that it is accentuated by travel demands at major activity centers, such as Boston Proper and Cambridge. These major foci attract more than 400,000 and 95,000 person trip ends per square mile, respectively. Over 75,000 person trip ends per square mile are found in Fenway-Jamaica Plain, Roxbury, Charleston, and North Dorchester.

Most other sections of Boston attract more than 50,000 person trip ends per square mile and similar intensities of travel are also found in Lawrence, Everett, Chelsea, and Somerville. These communities (except for Lawrence) are basically extensions of the City of Boston; their travel and population patterns are more like central Boston's than outlying sections such as Hyde Park and Roslindale within the city itself. The likenesses and differences among various parts of the Planning Area become even more apparent from a review of



1963 PERSON TRIP ENDS PER SQUARE MILE

detailed vehicle, truck, and transit trip patterns.

Vehicle Trips

The densities of vehicle trip ends in the Planning Area are shown in Figure 35. Even in core communities, the interchange of trips by private motor vehicles usually exceeds trip interchanges by transit.

Boston Proper attracts more than 200,000 vehicle trip ends per square mile. Most sections of Boston, Cambridge, Somerville, Everett, Chelsea, and Malden attract more than 30,000 vehicle origins and destinations per square mile.(2) In succeeding rings of the Planning Area, there is a continued and often sharp decrease in the average intensity of vehicle travel.

Lawrence, Lowell, and Brockton emerge as secondary centers of vehicle concentration. Lawrence, in particular, appears as a major focus of vehicle trips -- over 40,000 trip ends per square mile.

Truck Trips

Truck trip ends per square mile are portrayed in Figure 36. In general, intensity of truck travel declines with distance from major destination centers, with lower than average generation in purely residential neighborhoods. The heaviest truck trip activity -- approximately 95,000 trip ends per square mile -- is found in Boston Proper. Cambridge and South Boston are next in magnitude -- each with over 10,000 trip ends per square mile. Chelsea, Jamaica Plains, North Dorchester, and Roxbury exceed 7,500 trip ends per square mile. Analogous to suburban communities, Roslindale, Mattapan, and Hyde Park attract less than 2,500 truck trip ends per square mile.

Transit Trips

Geographic distribution of mass transport trips in the Planning Area is depicted in Figure 37. Heaviest transit riding, over 30,000 trip ends per square mile, is in central Boston and Cambridge. Most other parts of Boston and Everett produce more than 15,000 transit trip ends per square mile. Density of transit use decreases concentrically from Downtown Boston, with only modest transit use reported in other cities within the Planning Area.

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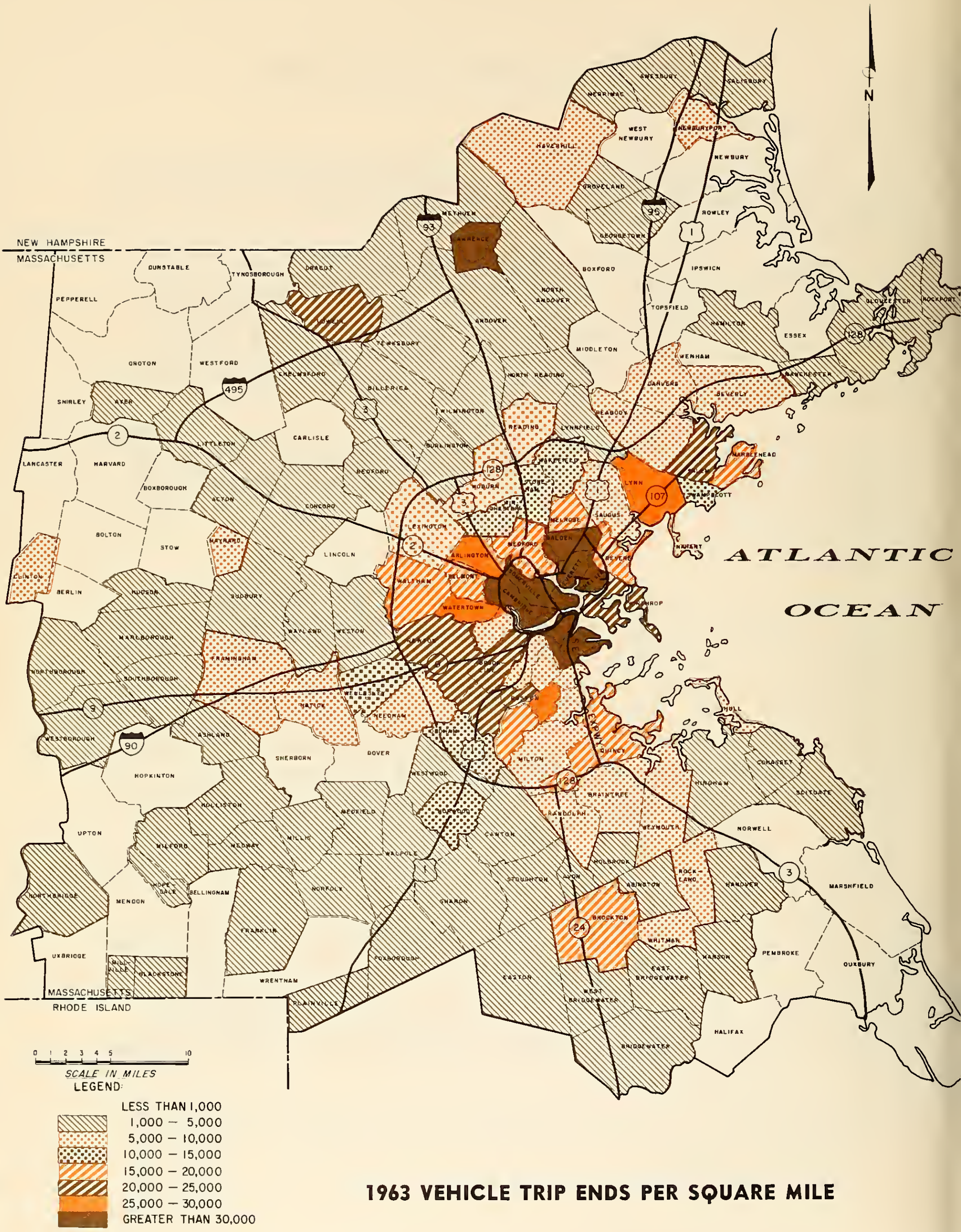
(2) Exceptions include West Roxbury, Roslindale, Hyde Park, and East Boston.

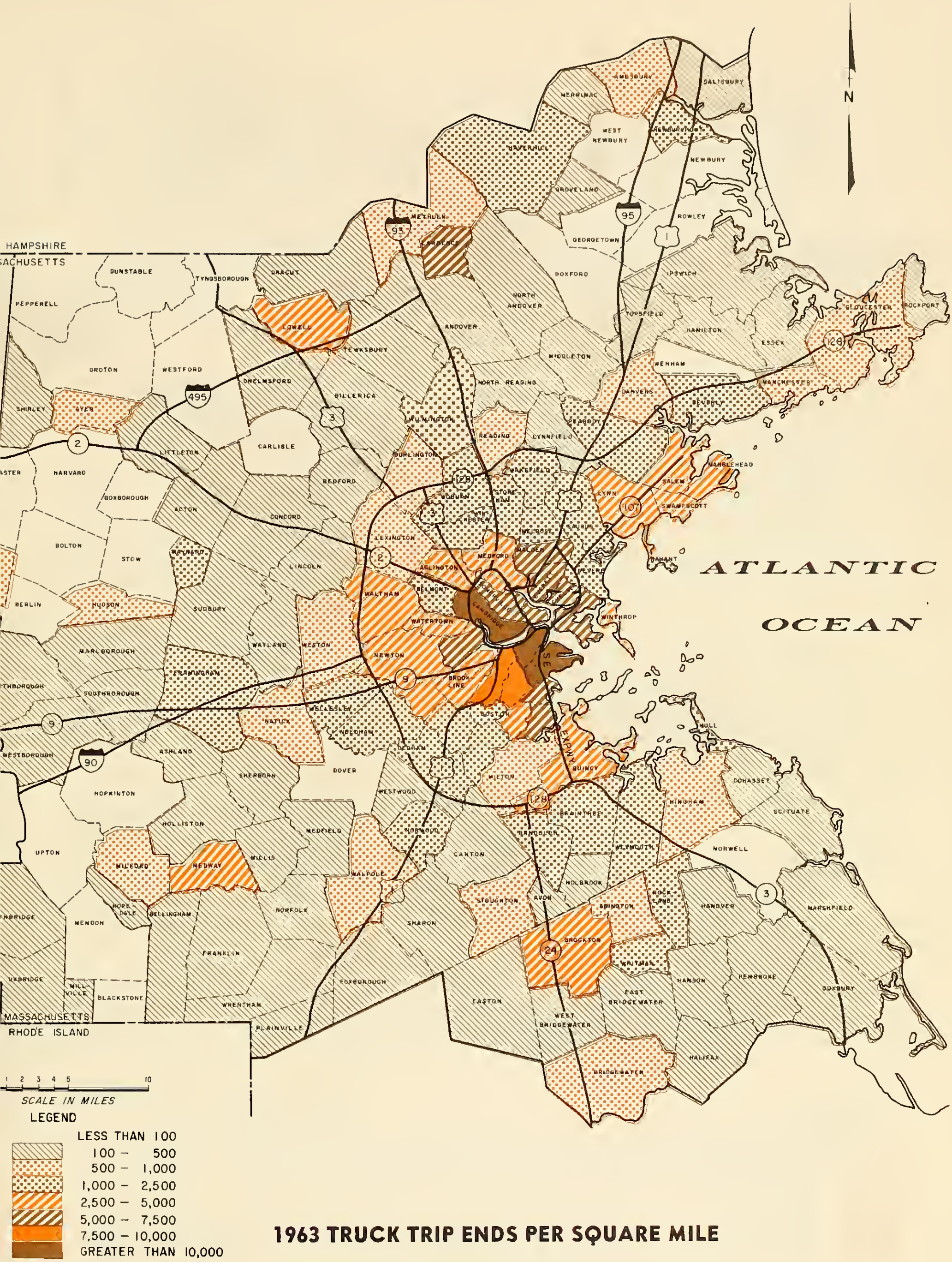


1963 VEHICLE TRIP ENDS PER SQUARE MILE

Wilbur Smith and Associates

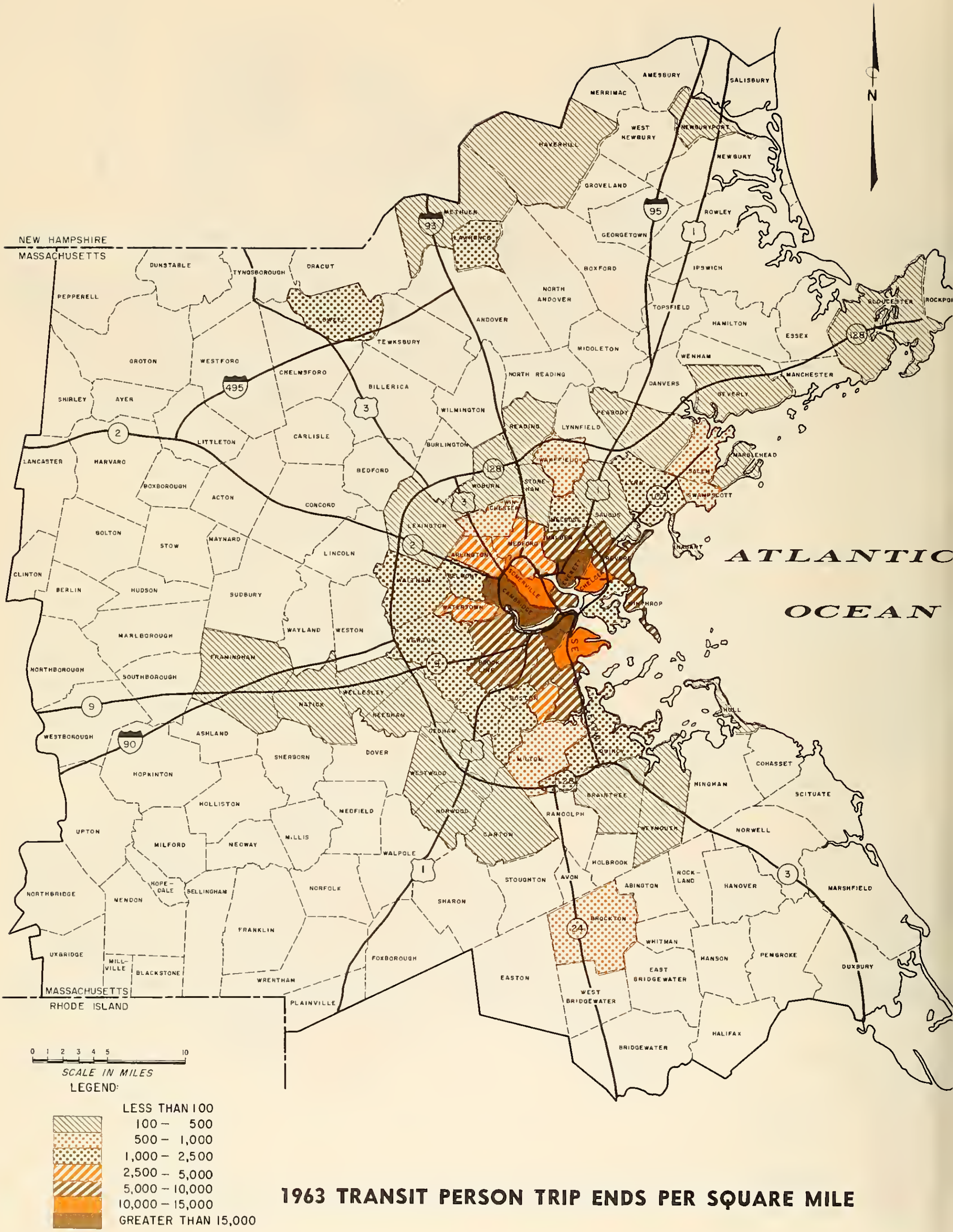
BOSTON REGIONAL PLANNING PROJECT

FIGURE 35



1963 TRUCK TRIP ENDS PER SQUARE MILE

FIGURE 36



1963 TRANSIT PERSON TRIP ENDS PER SQUARE MILE

Wilbur Smith and Associates BOSTON REGIONAL PLANNING PROJECT FIGURE 37

The pattern of transit-trip ends is largely co-extensive with the service area of the MTA. Highest intensities of transit riding are generally coincident with MTA rapid and surface transit routes. However, effects of suburban rail services on patronage in outlying areas is also apparent -- for example, service to Beverly and Framingham.

The relative use of transit in the Planning Area is shown in Figure 38. Half or more of all person trips to Downtown Boston, Charleston, and Roxbury are by transit -- these areas are located either at the convergence of major transit routes or along the Forest Hill-Everett Rapid Transit Line.

Approximately 30 to 40 per cent of all person trip ends in Cambridge, Fenway, North Dorchester, and East Boston are by transit as are 20 to 30 per cent in the surrounding "ring" of communities including Mattapan, Dorchester, Somerville, Everett, and Chelsea. Between 10 and 20 per cent of all person trips are made by public transport in Hyde Park, Roslindale, Brookline, Watertown, Arlington, Medford, Malden, and Revere, while Milton, Quincy, Newton, Belmont, Winchester, Melrose, and Lynn have between 5 and 10 per cent of all person trips by transit. There is only minor use of public transport in such outlying centers as Brockton, Lowell, and Lawrence.

These analyses clearly substantiate the focus of transit usage on the central business district of Boston and the increasing dependence on the private motor vehicle for all other intra-area travel. Moreover, the influence of MTA transit facilities is clearly indicated by the marked decrease of transit usage just outside of the area served by the MTA.

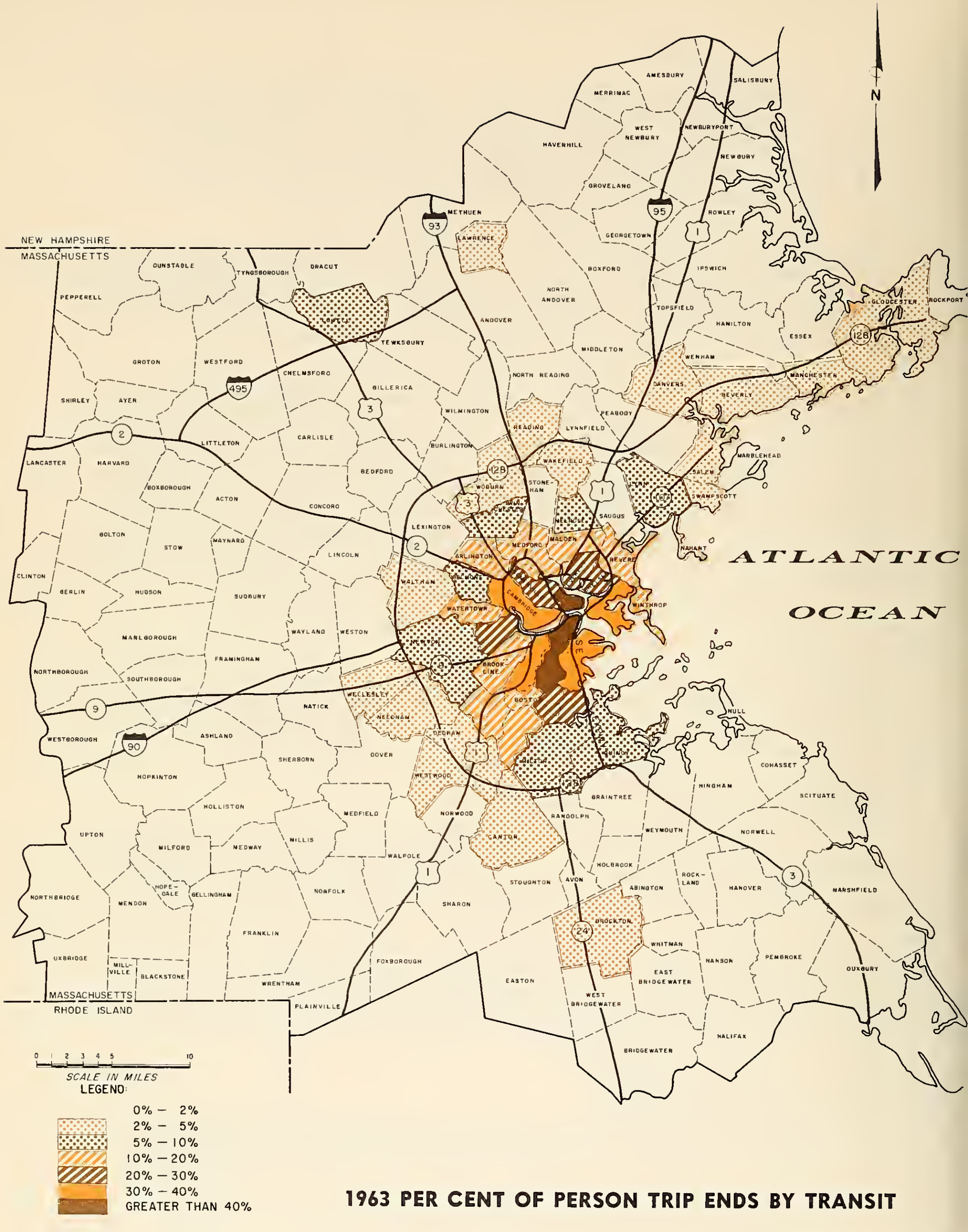
TRAVEL DESIRES

Principal travel patterns in the Boston Metropolitan Region are illustrated by "desire line" illustrations. Patterns of internal, external, and through vehicular trip movements are presented in Figures 39 and 40, respectively.

To simplify presentation of desire-line patterns, zone-to-zone traffic movements have been summarized at the town level, except for the City of Boston, where several sections have been delineated. Complete town-to-town tabulations of trip movements are presented in Appendix I.

Internal Vehicle Trips

Travel desires of all vehicles with origins and destinations within the Planning Area are depicted in Figure 39. To facilitate comparison, travel to and from the City of Boston



1963 PER CENT OF PERSON TRIP ENDS BY TRANSIT

FIGURE 38

is differentiated from other trip patterns. Vehicle trip ends in the city amount to about 16 per cent of all trip ends within the Region.

This illustration shows major travel desires between Boston and adjacent towns to the west, northwest, and southeast. In addition, outlying centers within the region such as Brockton and Lawrence are the foci of radically oriented motor vehicle travel. Superimposed on these patterns are lighter, but nonetheless substantial, volumes of circumferential trips, particularly along northeast to southwest alignments.

External Travel Patterns

Travel patterns of vehicles entering or leaving the Planning Area are depicted in Figure 40. Both local-external trips and through trips are delineated.(3)

The majority of external vehicle trips entering or leaving the Boston Metropolitan Region are oriented towards internal towns other than the Boston Central Business District. In this regard, there are relatively heavy travel movements between communities on the periphery of the Planning Area and major external locations. This is particularly apparent in Haverhill, Lowell and Lawrence, and is also true in Framingham.

Principal external trips to Boston Proper enter the Planning Area on the Massachusetts Turnpike, the Fall River Expressway, and Route 3 (South).

Most through trips in the Planning Area are between the Connecticut area on the west and south, and Maine and New Hampshire in the north and east. This volume of movement approximates 5,000 vehicles per day, generally entering the Planning Area on the Massachusetts Turnpike, and leaving the area on the New Hampshire Turnpike. Some through trips between Providence and Worcester, intercepted at external stations, are also indicated on Figure 40.

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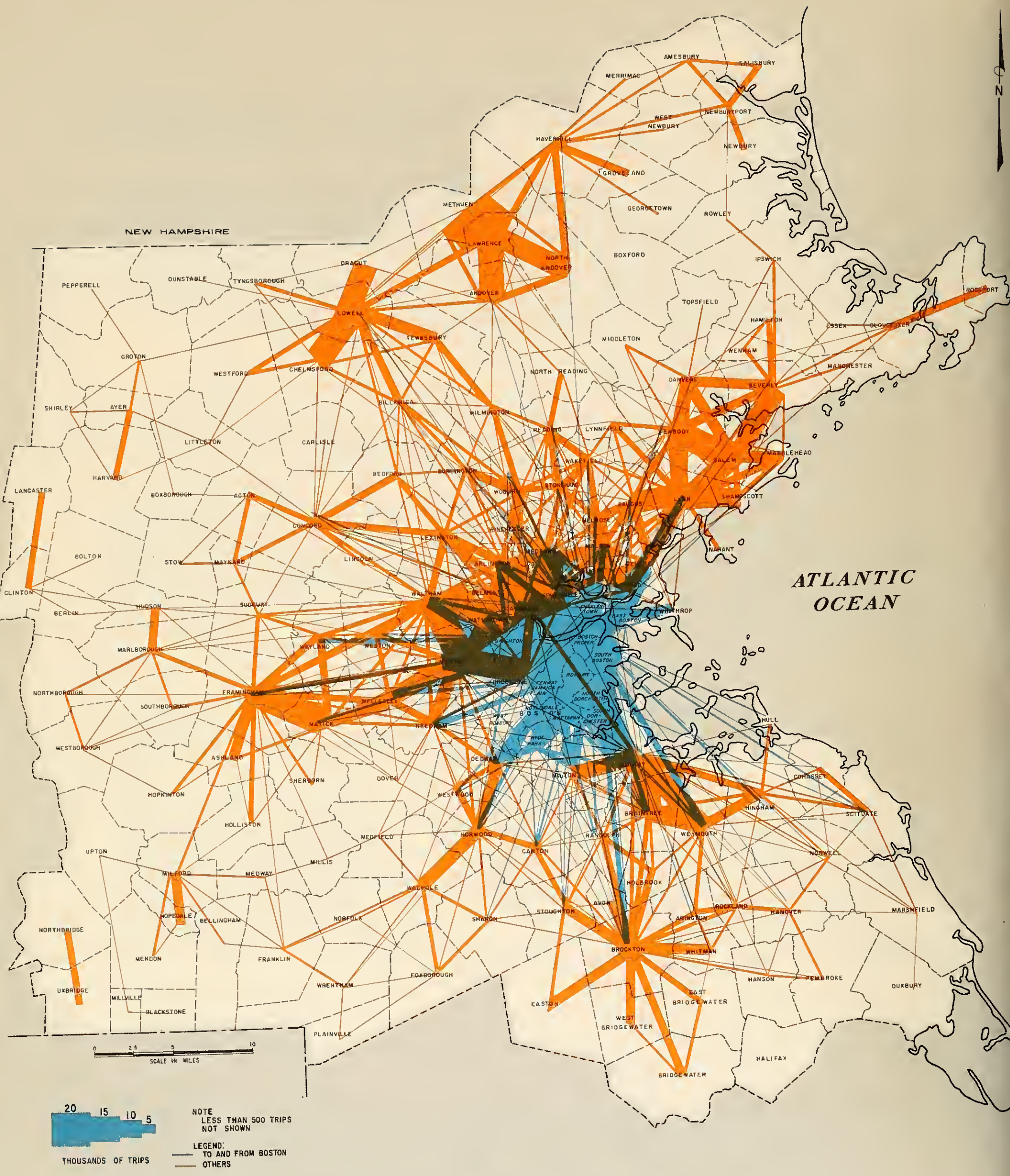
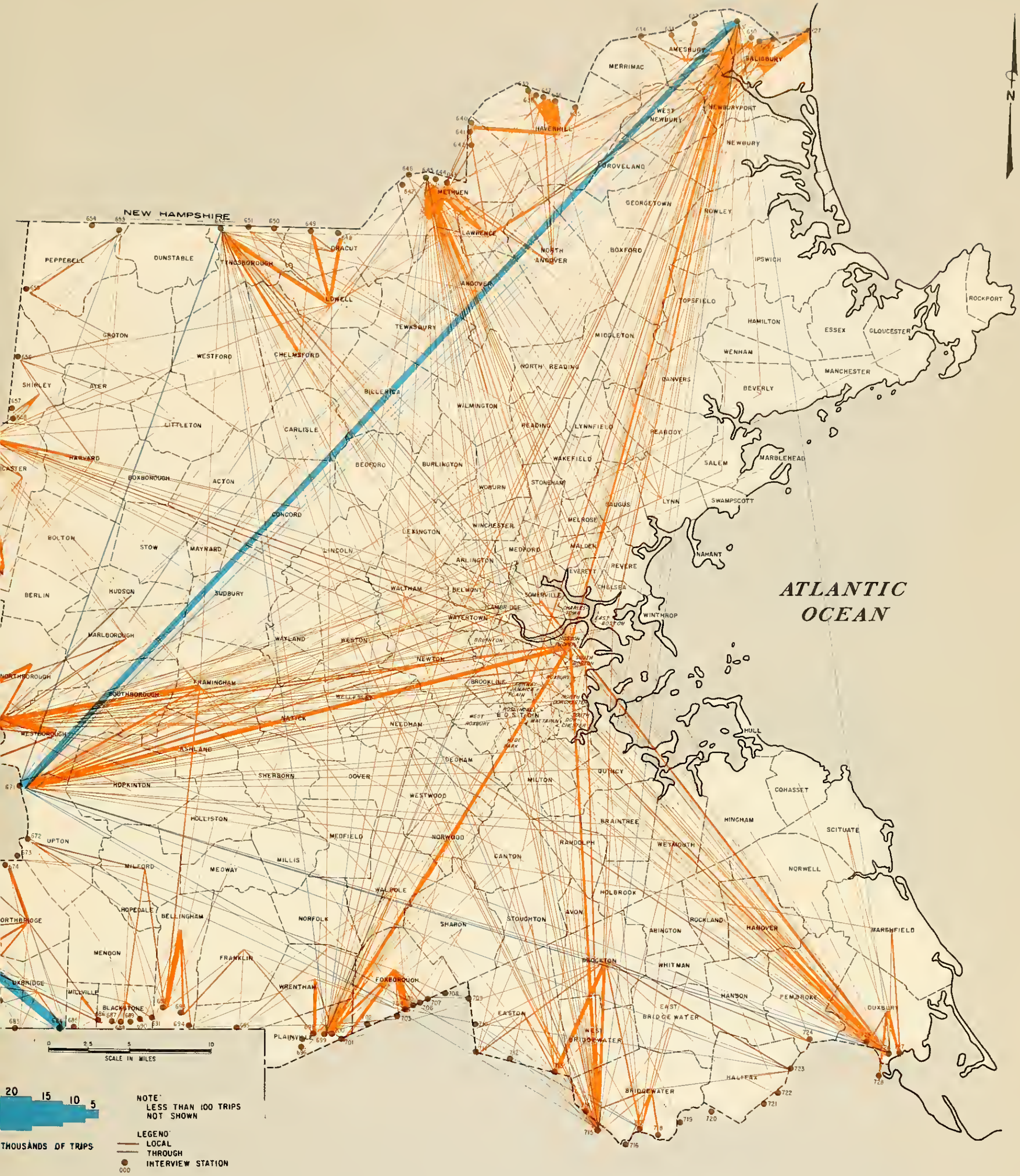
(3) Vehicle trips having one terminus in the Planning Area and one end in the area beyond the cordon line are classified as "local external" trips. Trips with both termini outside of the Planning Area are classified as "through" trips.



1963 INTERNAL TRAVEL DESIRE LINES
ALL VEHICLES

FIGURE 39



1963 EXTERNAL-LOCAL AND THROUGH DESIRE LINES
ALL VEHICLES

This chapter has dealt chiefly with travel patterns developed from the Dwelling-Unit, Truck and Taxi, and External-Cordon Surveys. Transit data obtained in the Dwelling Unit Survey are, of course, somewhat limited in certain details, but these data do indicate conclusively what an important part transit contributes to the Planning Area's regional transportation picture.

Because of their significance, pertinent details of transit usage characteristics within the Planning Area (developed by the Transit Postcard Survey) have been summarized in the next chapter of this report.

Chapter 5

CHARACTERISTICS OF TRANSIT RIDERS

The importance of mass carriers within the Boston Metropolitan Region has been clearly demonstrated in previous chapters. Who are the transit riders? For what purpose do they travel? How do they use each of the various transportation modes? What is the geographic distribution of transit riders at each transit station or stop? These are among the key questions which have bearing on the role of public transport in the Planning Area.

To provide answers to these and related questions, a special post card survey was conducted with transit riders prior to the Mass Transportation Demonstration Projects. This survey augmented origin-destination data with information on trip purpose, automobile ownership, driver's license, and travel mode to and from transit facilities.

The Transit Postcard Survey was conducted on inbound services, with results based upon inbound-rider characteristics. Total transit patronage, therefore, would be approximately twice the values set forth in this chapter. Some post cards were returned on which some questions were simply not answered. A useable origin and destination and stop on and off determined whether or not an individual post card would be accepted for analysis. Reported data were punched into cards, verified, and transferred to magnetic computer tapes.

The results of the Transit Postcard Survey are compared with transit data obtained in the Dwelling-Unit Survey in Table 41. As indicated in Chapter 2, the Transit Postcard Survey was conducted prior to various demonstration projects affecting fares and service frequency. The Dwelling-Unit Survey, on the other hand, was conducted during demonstration projects, and reflects added transit usage attracted by these demonstrations.

The Transit Postcard Survey reported 33,000 weekday riders on commuter railroads, whereas the Dwelling-Unit Survey reported 53,000. A significant portion of this difference may be attributed to the use of revenue passengers in the Transit

Table 41

COMPARISON OF PERSON TRIPS VIA TRANSIT DWELLING-UNIT VERSUS TRANSIT POSTCARD SURVEYS(1)

TRANSIT TYPE	NUMBER OF WEEKDAY PERSON TRIPS: Transit Postcard Survey(2) (1962-63)	NUMBER OF WEEKDAY PERSON TRIPS: Dwelling-Unit Survey(3) (1963-64)	PER CENT DWELLING-UNIT SURVEY TO TRANSIT POSTCARD SURVEY
Commuter Railroads(4)	33,090	52,572	158.9
Buses and Street Cars	571,248	564,449	98.8
Rapid Transit and Subway-Streetcars(5)	551,970	438,287	79.4
TOTAL	1,156,308	1,055,308	91.3

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(1) The Transit Postcard Survey was conducted prior to various demonstration projects affecting fares and service frequency. The Dwelling-Unit Survey was conducted during these demonstration projects, and reflects added transit usage generated thereby.

(2) Data shown for the Transit Postcard Survey in this table are one-way person trips multiplied by two.

(3) Data shown for the Dwelling-Unit Survey taken from Table B-2 in Appendix I.

(4) Commuter railroad data for the Transit Postcard Survey are generally revenue passengers only, whereas the Dwelling-Unit Survey includes non-revenue passengers as well, which may amount to as much as 12 per cent of total commuter railroad ridership.

(5) Transit trips passing through core areas are duplicated in the Transit Postcard Survey, inasmuch as these trips would be counted as "inbound" to the core in both travel directions. Most of this duplication would pertain to rapid transit riders.

Postcard Survey, whereas all passengers (revenue and non-revenue) are reflected in the Dwelling-Unit Survey.

Usage on buses and streetcars compares very well between the two surveys, with a negligible difference of only 7,000 riders out of well over 550,000.

Ridership on rapid transit and subway streetcars of 552,000 was reported in the Transit Postcard Survey, compared with only 438,000 in the Dwelling-Unit Survey. Some of this difference is due to the "inbound" nature of the Transit Postcard Survey, wherein riders passing through core areas are duplicated, inasmuch as these trips would be counted as "inbound" to the core in both travel directions. This duplication feature is particularly pertinent to Boston's rapid transit system.

The "Typical" Transit Rider

Broadly speaking, the "typical" or average transit rider within the Planning Area uses the Metropolitan Transit Authority (88 per cent) and travels on a daily basis (70 per cent), mainly to and from work (50 per cent). He is a licensed driver (52 per cent) and has one automobile in his household (50 per cent). He walks both to and from transit service (57 and 49 per cent, respectively).

These generalizations must, however, be viewed with caution. Significant differences occur, depending upon the type of transit utilized and the purpose of the trip. The following sections of this chapter define and quantify some of these differences.

Trip Purposes

Trip purposes of inbound weekday transit riders are detailed in Table 42 and are graphically portrayed in Figure 41. Purposes are shown separately for commuter railroads, Metropolitan Transit Authority (MTA) rapid and local services, the Eastern Massachusetts Street Railway Company bus operations, and the 20 other suburban bus companies. Purpose categories include (1) work, (2) shopping, (3) social recreational, (4) school, and (5) other.

In the aggregate, the largest proportion of inbound transit trips (60 per cent) are for work purposes. School trips are next in importance, approximating 14 per cent of total inbound transit usage. Shopping trips account for 10 per cent; miscellaneous trips, eight per cent; and social recreational trips, five per cent. Three per cent of all inbound

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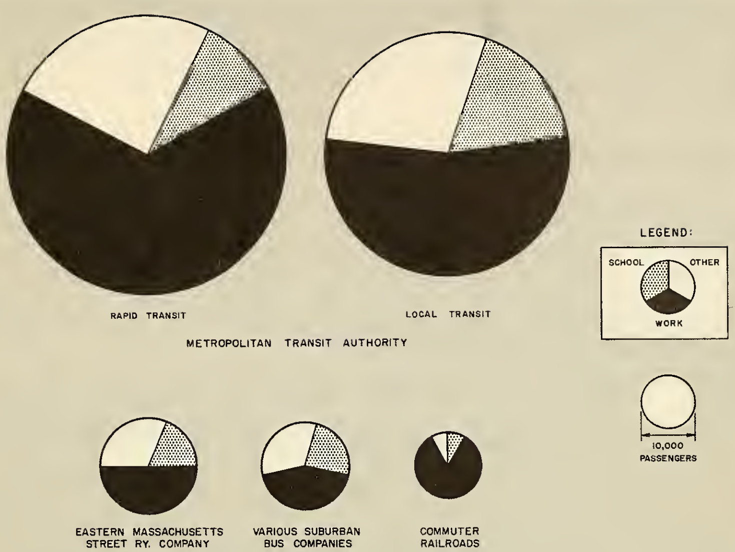
Table 42

TRANSIT TRIPS BY PURPOSE AND TYPE OF SERVICE
1963

TRIP PURPOSE AT DESTINATION	TRANSIT TYPE					
		Metropolitan Transit Authority				
	Commuter Railroads	Rapid Transit & Subway Streetcar Stations	Buses and Streetcars	Eastern Mass. St. Ry. Co.	Suburban Bus Companies	TOTAL
NUMBER OF AVERAGE WEEKDAY INBOUND TRIPS:						
Work	13,929	182,239	124,683	15,366	10,149	346,366
Shopping	697	23,834	23,930	5,013	3,371	56,845
Social-Recreation	249	12,897	14,122	1,807	1,664	30,739
School	1,142	28,014	41,394	5,734	5,612	81,896
Other	383	23,625	18,918	2,039	1,767	46,732
Subtotal	16,400	270,609	223,047	29,959	22,563	562,588
No Answer	145	5,376	7,921	1,044	1,090	15,576
TOTAL	16,545	275,985	230,968	31,003	23,653	578,154
PER CENT BY TRIP PURPOSE AT DESTINATION:						
Work	84.3	66.0	54.0	49.6	42.9	59.9
Shopping	4.2	8.6	10.4	16.2	14.3	9.8
Social-Recreation	1.5	4.7	6.1	5.8	7.0	5.3
School	6.9	10.2	17.9	18.5	23.7	14.2
Other	2.3	8.6	8.2	6.6	7.5	8.1
Subtotal	99.2	98.1	96.6	96.7	95.4	97.3
No Answer	0.8	1.9	3.4	3.3	4.6	2.7
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0
PER CENT BY TRANSIT TYPE:						
Work	4.1	52.6	36.0	4.4	2.9	100.0
Shopping	1.2	41.9	42.1	8.8	6.0	100.0
Social-Recreation	0.8	42.0	45.9	5.9	5.4	100.0
School	1.4	34.3	50.5	7.0	6.9	100.0
Other	0.8	50.5	40.5	4.4	3.8	100.0
Subtotal	2.9	48.1	39.6	5.4	4.0	100.0
No Answer	0.9	34.5	50.9	6.7	7.0	100.0
TOTAL	2.9	47.7	39.9	5.4	4.1	100.0

Source: Transit-Postcard Survey.



TRIP PURPOSES OF 1963 INBOUND TRANSIT RIDERS

Wilbur Smith and Associates BOSTON REGIONAL PLANNING PROJECT FIGURE 41

transit trips indicated no specific purpose.

There is, of course, some variation in trip purposes according to type of service. Commuter railroad passengers make the highest proportion of work trips (84 per cent); suburban bus riders make the lowest (43 per cent); work travel via MTA is intermediate (rapid transit, 66 per cent, surface transit 54 per cent).

The proportion of work trips generally declines with increasing distance from Downtown Boston. In contrast, the proportion of school trips by transit increases with distance from the downtown area. School trips constitute seven per cent of all commuter railroad trips, and 24 per cent of all trips on suburban bus companies.

Shopping trips range from four per cent of commuter railroad passengers to over 14 per cent of suburban bus patronage. Social-recreational trips constitute the smallest proportion of all transit use, ranging from less than two per cent on commuter railroads to over seven per cent on the suburban buses.

Car Ownership and Transit Use

In every American city, car ownership is an important variable in determining choice of travel mode. As shown in Table 43, 30 to 45 per cent of all transit riders in typical urban areas have no car available, while approximately half are drawn from one-car households. Only a small percentage of the total transit riders, generally under 20 per cent, are members of multi-car households.

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Table 43

CAR OWNERSHIP OF TRANSIT RIDERS IN
SELECTED URBAN AREAS

	PERCENTAGE OF TRANSIT RIDERS, BY AUTOMOBILES PER DWELLING UNIT			
	Automobiles Per Dwelling Unit			
SELECTED CITY	None	One	Two or More	TOTAL
Chicago	45	48	7	100
BOSTON	34(1)	50	16	100
Pittsburgh	30	70		100
Knoxville	42	40	18	100
Lexington	38	45	17	100
Hartford	39	49	12	100

Source: Estimated or compiled from origin-destination studies.

(1) Includes six per cent non-response.

Car Ownership - As shown in Table 44, half of all transit riders in the Boston Metropolitan Region are members of one-car households, 13 per cent have two cars in their households, and three per cent come from families with three or more cars. Approximately 28 per cent of all transit riders reside in households without cars while automobile ownership status is unknown for six per cent. It may be assumed that most of these are from households which have no cars.

Boston Regional Planning Project

Table 44

1963 CAR OWNERSHIP OF PLANNING AREA TRANSIT RIDERS

TYPE OF SERVICE	AUTOMOBILES IN HOUSEHOLD None	One	Two	Three or More	No Answer	TOTAL
COMMUTER RAILROADS	6.9	61.2	24.8	4.7	2.4	100.0
METROPOLITAN TRANSIT AUTHORITY:						
Rapid Transit	26.9	50.8	14.5	3.1	4.7	100.0
Subway-Streetcars(1)	28.3	47.7	13.8	3.4	6.8	100.0
Buses and Streetcars	31.4	48.9	10.6	2.3	6.8	100.0
Average	29.1	49.4	12.6	2.8	6.1	100.0
EASTERN MASS.ST.RR. CO.	23.1	52.8	14.0	2.9	7.2	100.0
SUBURBAN BUS COMPANIES	19.2	52.6	18.6	3.6	6.0	100.0
ALL	28.4	50.1	12.9	2.8	5.8	100.0

(1) Stations only.

There are, however, several differences among the various transportation services. More than 90 per cent of all commuter railroad riders are members of car-owning households, as compared with two-thirds to three-fourths on all other transit media. It would appear, therefore, that many, perhaps most, of the suburban railroad patrons are "choice" riders and have alternate transportation facilities available.

Frequency of Transit Use - The daily, weekly, and occasional uses of public transport media according to automobile ownership are shown in Table 45. About 70 per cent of all transit riders are daily patrons, 10 per cent ride weekly, and 17 per cent ride "occasionally." Frequency of use was not reported for the remainder.

Within each class of riders there are differences that relate to automobile ownership. Frequency of transit use declines as automobile ownership increases, particularly daily transit usage. Conversely, the relative proportion of occasional transit riding increases as the number of automobiles owned rises.

Of transit riders from households without cars, more than 72 per cent ride daily. The proportion is a little less for riders from one-car households, and decreases to 64 per cent for riders with three or more automobiles in their household. Automobile-ownership appears to have little influence on the relative proportion of weekly transit riders found in those from each car-ownership stratum. On the other hand, those who ride occasionally range from 14 per cent of all riders who have no car to almost 23 per cent for riders from households with three or more cars.

Driver's License Status - Usage frequency of various transit services in relation to licensed driver status is set forth in Table 46. In the aggregate, slightly over half of all transit riders (52 per cent) have drivers' licenses, while 39 per cent report no license available. An additional six per cent are under age and frequency data were not obtained for about three per cent of all transit riders. There do not appear to be any significant differences in frequency of transit use by persons with or without drivers' licenses.

Availability of drivers' licenses varies among different transit services, as shown in Table 47 and Figure 42. About 84 per cent of all commuter railroad patrons and 60 per cent of all rapid transit riders have licenses; in contrast, only about 40 per cent of all surface transit riders have licenses. These figures imply that there is a larger proportion of "choice" users on grade-separated transit than on local surface facilities.

This pattern is not unique to Boston, but is also found in New York, Philadelphia, and Chicago, where extensive rapid transit and commuter railroad services operate. In Chicago, for example, nearly two-thirds of all commuter-railroad riders and half of all rapid-transit patrons are licensed drivers, as shown in Table 48.

Boston Regional Planning Project

Table 45

FREQUENCY OF TRANSIT USAGE IN RELATION TO AUTOMOBILE OWNERSHIP
Average Weekday - 1963

TRANSIT FREQUENCY	AUTOMOBILE-OWNERSHIP STATUS						
	None	One	Two	Three or More	Subtotal	NO ANSWER	TOTAL
INBOUND PERSON TRIPS VIA TRANSIT:							
Daily	116,750	202,658	51,160	10,615	381,183	20,581	401,764
Weekly	16,568	26,111	6,969	1,639	51,287	3,923	55,210
Occasionally	21,713	52,632	16,809	3,782	94,935	5,998	100,934
Subtotal	155,031	281,401	74,938	16,036	527,405	30,502	557,908
No Answer	5,461	7,978	1,926	537	15,902	4,344	20,246
TOTAL	160,492	289,379	76,864	16,573	543,307	34,846	578,154
PER CENT BY TRANSIT FREQUENCY:							
Daily	72.8	70.0	66.6	64.1	70.2	59.0	69.5
Weekly	10.3	9.0	9.1	9.9	9.4	11.3	9.5
Occasionally	13.5	18.2	21.8	22.8	17.5	17.2	17.5
Subtotal	96.6	97.2	97.5	96.8	97.1	87.5	96.5
No Answer	3.4	2.8	2.5	3.2	2.9	12.5	3.5
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0
PER CENT BY STATUS OF AUTOMOBILE OWNERSHIP:							
Daily	29.1	50.5	12.7	2.6	94.9	5.1	100.0
Weekly	30.0	47.3	12.6	3.0	92.9	7.1	100.0
Occasionally	21.5	52.1	16.7	3.8	94.1	5.9	100.0
Subtotal	27.8	50.4	13.4	2.9	94.5	5.5	100.0
No Answer	27.0	39.4	9.5	2.6	78.5	21.5	100.0
TOTAL	27.8	50.1	13.3	2.9	94.0	6.0	100.0

Source: Transit-Postcard Survey

Boston Regional Planning Project

Table 46

FREQUENCY OF TRANSIT USAGE IN RELATION TO DRIVER'S LICENSE STATUS
Average Weekday - 1963

TRANSIT FREQUENCY	STATUS OF DRIVER'S LICENSE				NO ANSWER	TOTAL
	Yes	No	Under Age	Subtotal		
INBOUND PERSON TRIPS VIA TRANSIT:						
Daily	210,581	156,956	24,278	391,814	9,950	401,764
Weekly	24,378	25,118	4,262	53,758	1,452	55,210
Occasionally	59,574	32,948	6,238	98,760	2,173	100,933
Subtotal	294,533	215,022	34,778	544,332	13,575	557,907
No Answer	7,275	8,183	1,302	16,760	3,487	20,247
TOTAL	301,808	223,205	36,080	561,092	17,062	578,154
PER CENT BY TRANSIT FREQUENCY:						
Daily	69.8	70.3	67.3	69.8	58.3	69.5
Weekly	8.0	11.2	11.8	9.6	8.5	9.5
Occasionally	19.7	14.8	17.3	17.6	12.8	17.5
Subtotal	97.6	96.3	96.4	97.0	79.6	96.5
No Answer	2.4	3.7	3.6	3.0	20.4	3.5
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0
PER CENT BY STATUS OF DRIVER'S LICENSE:						
Daily	52.4	39.0	6.1	97.5	2.5	100.0
Weekly	44.2	45.5	7.7	97.4	2.6	100.0
Occasionally	59.0	32.6	6.2	97.8	2.1	100.0
Subtotal	52.8	38.5	6.2	97.5	2.5	100.0
No Answer	35.9	40.4	6.4	82.7	17.3	100.0
TOTAL	52.2	38.6	6.2	97.0	3.0	100.0

Source: Transit-Postcard Survey

Boston Regional Planning Project

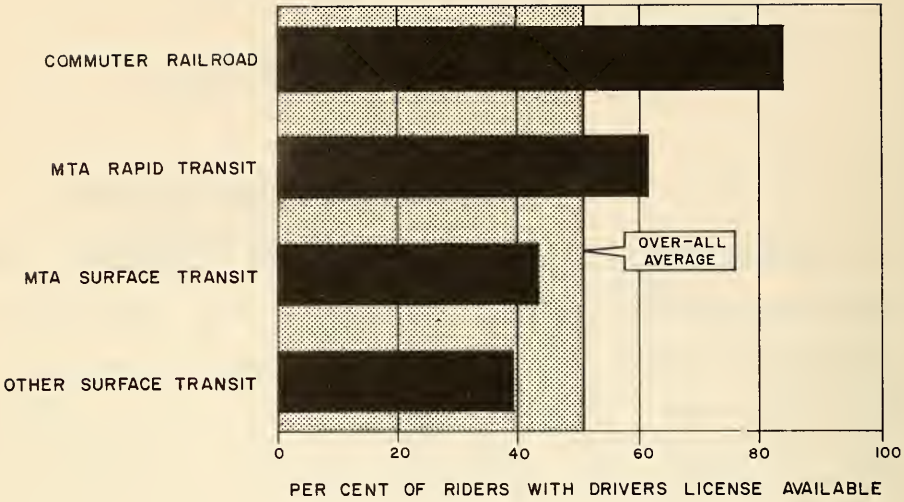
Table 47

DRIVER'S LICENSE STATUS OF PASSENGERS OF VARIOUS TRANSIT TYPES

	PERCENTAGE DISTRIBUTION OF RIDERS				
	Status of Driver's License				
TRANSIT TYPE	Yes	No	Under Age	No Answer	TOTAL
COMMUTER RAILROADS	84	14	1	1	100
METROPOLITAN TRANSIT AUTHORITY:					
Rapid Transit	62	34	2	2	100
Subway-Streetcars(1)	59	35	4	2	100
Bus and Streetcars	43	44	10	3	100
Average - MTA	53	38	6	3	100
EASTERN MASS.ST.RY.CO.	39	49	10	2	100
SUBURBAN BUS COMPANIES	38	44	14	4	100
OVER-ALL AVERAGE	52	39	6	3	100

Source: Transit-Postcard Survey

(1) Covers stations only.



1963 DRIVERS LICENSE STATUS OF TRANSIT RIDERS

Wilbur Smith and Associates BOSTON REGIONAL PLANNING PROJECT **FIGURE 42**

The somewhat higher proportion of choice users in the Boston Region may reflect more recent survey data and continued rise in car ownership.

Travel Modes to and from Transit Services

Transit services and usage in the Boston Region are more complex than in most cities. Many patrons use both surface and rapid transit facilities; others drive to commuter railroad stations.

A dimensioning of these multi-modal trips is essential for intelligent transportation planning. In this vein, Table 49 summarizes the travel modes of inbound transit riders

Table 48

COMPARATIVE STATUS OF DRIVERS' LICENSES
Selected Urban Areas

	PER CENT OF TRANSIT RIDERS WITH DRIVERS' LICENSES		
	Bus	Rapid Transit	Commuter Railroads
BOSTON	43	62	84
Chicago	27	48	66
Pittsburgh	30	--	--

Source: Data compiled from origin-destination studies in each urban area.

traveling on commuter railroads, Metropolitan Transit Authority, Eastern Massachusetts Street Railway Company, and suburban bus companies. A detailed breakdown of MTA patrons, according to rapid transit, subway-streetcar stations, and surface operations, is given in Table 50.

Considering the entire population of inbound transit riders, 57 per cent walk to their primary mode, 29 per cent use some other form of transit first, and 11 per cent drive or are driven. The remainder gave no answer or listed modes other than those tabulated, such as bicycle.

At the end of their "line-haul" transit journey, 49 per cent walk, 39 per cent transfer to another transit mode, and two per cent use automobile or taxis. Ten per cent did not indicate a mode of travel to ultimate destinations.

Automobile and Taxi - Each type of transit facility has developed distinct access characteristics - see Figure 43. Although only 11 per cent of all inbound transit riders drive or are driven to the transit facility, on the average, there is substantially higher use of automobiles and taxis by railroad commuters, 64 per cent of whom arrive at stations by car. Corresponding values for MTA rapid transit and subway-streetcar stations approximate 14 per cent: MTA buses, five per cent; Eastern Massachusetts buses, six per cent; and suburban buses, eight per cent. These figures clearly suggest the need for off-street parking at major outlying rapid transit and commuter railroad stations, but less need for such facilities on

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Table 49

TRAVEL MODES TO AND FROM TRANSIT SERVICES
1963 Average Daily Inbound Passengers

	PRIMARY TRIP MODE									
	Commuter Railroads		Metro. Transit Authority		Eastern Mass. St. Ry. Co.		Suburban Bus Companies		TOTAL	
MODE	Passengers	Per Cent	Passengers	Per Cent	Passengers	Per Cent	Passengers	Per Cent	Passengers	Per Cent
TO TRANSIT SERVICE (Start of Trip):										
Automobile	10,035	60.7	47,763	9.4	1,458	4.7	1,647	7.0	60,903	10.5
Taxi	496	3.0	2,343	0.5	255	0.8	276	1.1	3,370	0.6
Subtotal	10,531	63.7	50,106	9.9	1,713	5.5	1,923	8.1	64,273	11.1
Subway or Elevated	47	0.3	14,812	2.9	1,088	3.5	375	1.6	16,322	2.8
Bus or Streetcar	304	1.8	134,857	26.6	3,261	10.5	2,459	10.4	140,881	24.4
Train	3	--	11,290	2.2	243	0.8	163	0.7	11,699	2.0
Subtotal	354	2.1	160,959	31.7	4,592	14.8	2,997	12.7	168,902	29.2
Walk	5,439	32.9	282,744	55.8	24,030	77.5	18,176	76.8	330,389	57.2
Other	34	0.2	2,231	0.4	109	0.4	65	0.3	2,439	0.4
No Answer	187	1.1	10,913	2.2	559	1.8	492	2.1	12,151	2.1
TOTAL	16,545	100.0	506,953	100.0	31,003	100.0	23,653	100.0	578,154	100.0
FROM TRANSIT SERVICE (End of Trip):										
Automobile	177	1.1	5,190	1.0	553	1.8	425	1.8	6,345	1.1
Taxi	621	3.7	2,209	0.4	182	0.6	152	0.6	3,164	0.5
Subtotal	798	4.8	7,399	1.4	735	2.4	577	2.4	9,509	1.6
Subway or Elevated	3,151	19.0	99,369	19.6	2,399	7.7	2,723	11.5	107,642	18.6
Bus or Streetcar	993	6.0	92,935	18.3	6,080	19.6	5,119	21.7	105,127	18.2
Train	42	0.3	11,619	2.3	326	1.1	259	1.1	12,246	2.1
Subtotal	4,186	25.3	203,923	40.2	8,805	28.4	8,101	34.3	225,015	38.9
Walk	10,309	62.3	243,057	48.0	18,505	59.7	12,638	53.4	284,509	49.2
Other	67	0.4	1,750	0.3	106	0.3	111	0.5	2,034	0.4
No Answer	1,185	7.2	50,824	10.1	2,852	9.2	2,226	9.4	57,087	9.9
TOTAL	16,545	100.0	506,953	100.0	31,003	100.0	23,653	100.0	578,154	100.0

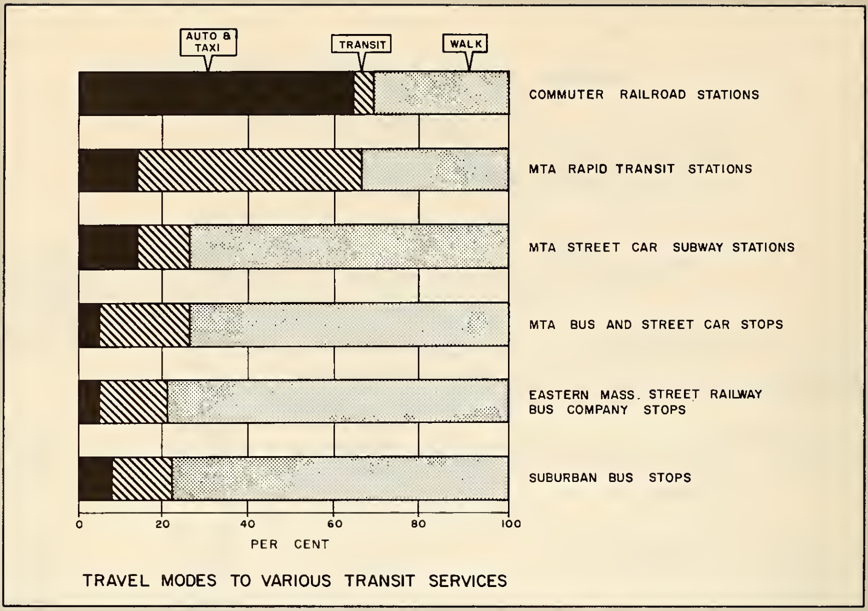
Source: Transit-Postcard Survey.

Table 50

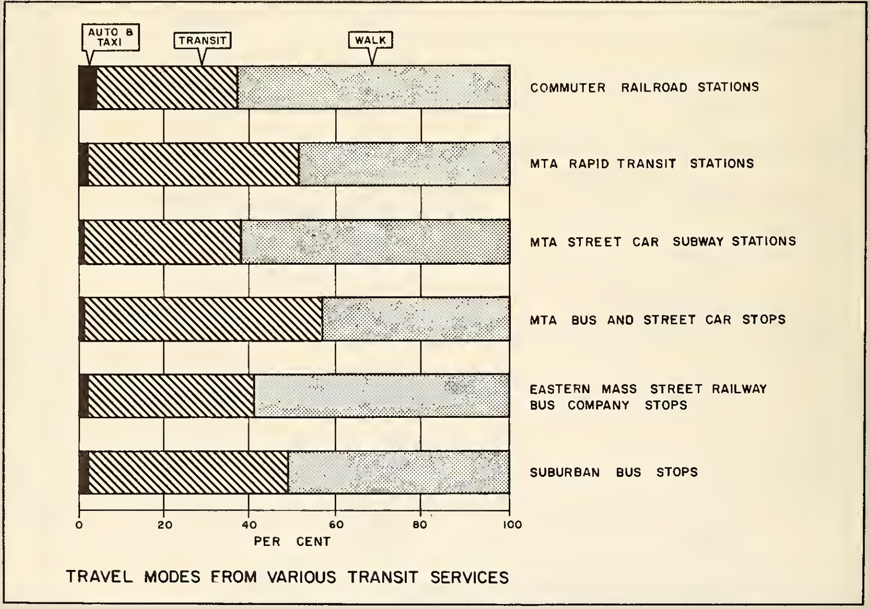
AUXILIARY TRAVEL MODES OF MTA PATRONS

MODE	PERCENTAGE DISTRIBUTION Rapid Transit Stations	Subway Streetcar Stations	Bus and Streetcar Stops
TO TRANSIT (Start of Trip):			
Automobile	13.2	13.2	4.9
Taxi	0.5	0.8	0.3
Subtotal	13.7	14.0	5.2
Subway or Elevated	1.6	0.9	4.7
Bus or Streetcar	44.7	10.3	13.8
Train	3.9	0.3	1.2
Subtotal	50.2	11.5	19.7
Walk	33.5	72.9	72.3
Other	0.4	0.8	0.3
No Answer	2.2	0.8	2.5
TOTAL	100.0	100.0	100.0
FROM TRANSIT (End of Trip):			
Automobile	1.5	0.6	0.7
Taxi	0.4	0.4	0.5
Subtotal	1.9	1.0	1.2
Subway or Elevated	19.6	11.6	21.7
Bus or Streetcar	15.7	13.7	21.9
Train	3.1	1.3	1.8
Subtotal	38.4	26.6	45.4
Walk	49.1	62.8	43.0
Other	0.2	0.5	0.4
No Answer	10.4	9.1	10.0
TOTAL	100.0	100.0	100.0

Source: Transit-Postcard Survey



TRAVEL MODES TO VARIOUS TRANSIT SERVICES



TRAVEL MODES FROM VARIOUS TRANSIT SERVICES

1963 INBOUND TRAVEL MODES TO AND FROM VARIOUS TRANSIT SERVICES other transit services.

Transfer Between Types of Transit - The use of other transit facilities as an initial travel mode reflects a somewhat different pattern. Only two per cent of all commuter railroad patrons arrive at stations by transit. In contrast, 13 per cent of suburban passengers, 15 per cent of Eastern Massachusetts bus passengers, 20 per cent of MTA surface transit riders, and 50 per cent of MTA rapid transit riders used another transit mode for the initial segment of their trip. Only 12 per cent of all persons boarding vehicles at subway-streetcar stations arrived by another transit vehicle; this is because most stations are located either in the central area, or along the suburban Newton Highlands branch.

Walking - Each of the transit trips summarized in Tables 49 and 50 is divided into three components: an initial trip segment to reach the transit service, the "line-haul trip" on the major mode, and a trip segment from the major transit service to ultimate destination. Although every trip begins or ends as a pedestrian, "walking," as denoted herein, refers to the mode employed at either end of the "primary" transit service represented by the interview card.

In this context, only about 33 per cent of all railroad commuters and rapid transit riders walk to their stations as compared with about three-fourths of all other transit users. However, at the end of their journey, 64 per cent of all railroad commuters walk to their destination; corresponding figures are 63 per cent for MTA subway-streetcar stations, 60 per cent for Eastern Massachusetts buses, 53 per cent for suburban buses, 49 per cent for MTA rapid transit, and 43 per cent for MTA surface transit. The high proportions of suburban railroad riders walking from trains reflect the central orientation and focus of the suburban rail services, and unavailability of free transfer to other transit modes.

A further analysis of the multi-modal use of rapid and local transit facilities is given in Table 51. About 23 per cent of all rapid transit riders and 25 per cent of all surface transit riders use only one mode; i.e., walk to and from trips. Thus, the vast majority of transit trips involves at least two travel modes.

Hourly Patterns of Transit Demand

Transit in the Planning Area and in other large cities is well suited to serve the morning and evening home to-work peaks. Value to the region is readily apparent from a review of Figures 44 and 45 and Table 52 which show arrival times of

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Table 51

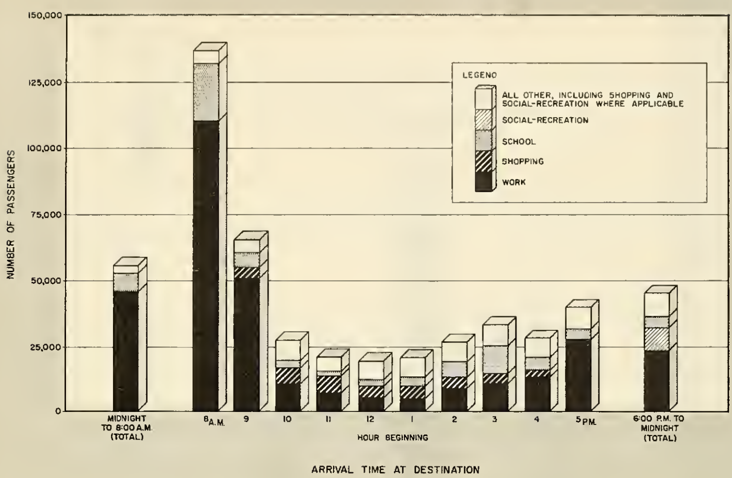
DISTRIBUTION OF TRAVEL TO AND FROM RAPID TRANSIT AND SURFACE TRANSIT SERVICES

	MODE FROM TRANSIT (End of Trip)				
MODE TO TRANSIT (Start of Trip)	Walk	Auto & Taxi	Transit & Other	No Answer	TOTAL
RAPID TRANSIT AND SUBWAY-STREETCARS:(1)					
Walk	22.8	1.0	14.3	3.9	42.0
Auto & Taxi	9.5	0.3	3.0	1.0	13.8
Transit & Other	19.2	0.4	18.3	4.5	42.4
No Answer	0.6	0.0	0.5	0.7	1.8
TOTAL	52.1	1.7	36.1	10.1	100.0
BUSES AND STREETCARS:(2)					
Walk	25.4	0.9	36.7	7.1	70.1
Auto & Taxi	2.3	0.2	2.9	0.8	6.2
Transit & Other	10.8	0.4	1.1	0.7	2.6
TOTAL	39.3	1.5	48.2	11.0	100.0

Source: Transit-Postcard Survey

(1) Covers MTA passengers inbound at rapid transit and subway-streetcar stations.

(2) Covers inbound bus and streetcar passengers of the MTA, Eastern Massachusetts Street Railway Company, and various suburban bus companies.



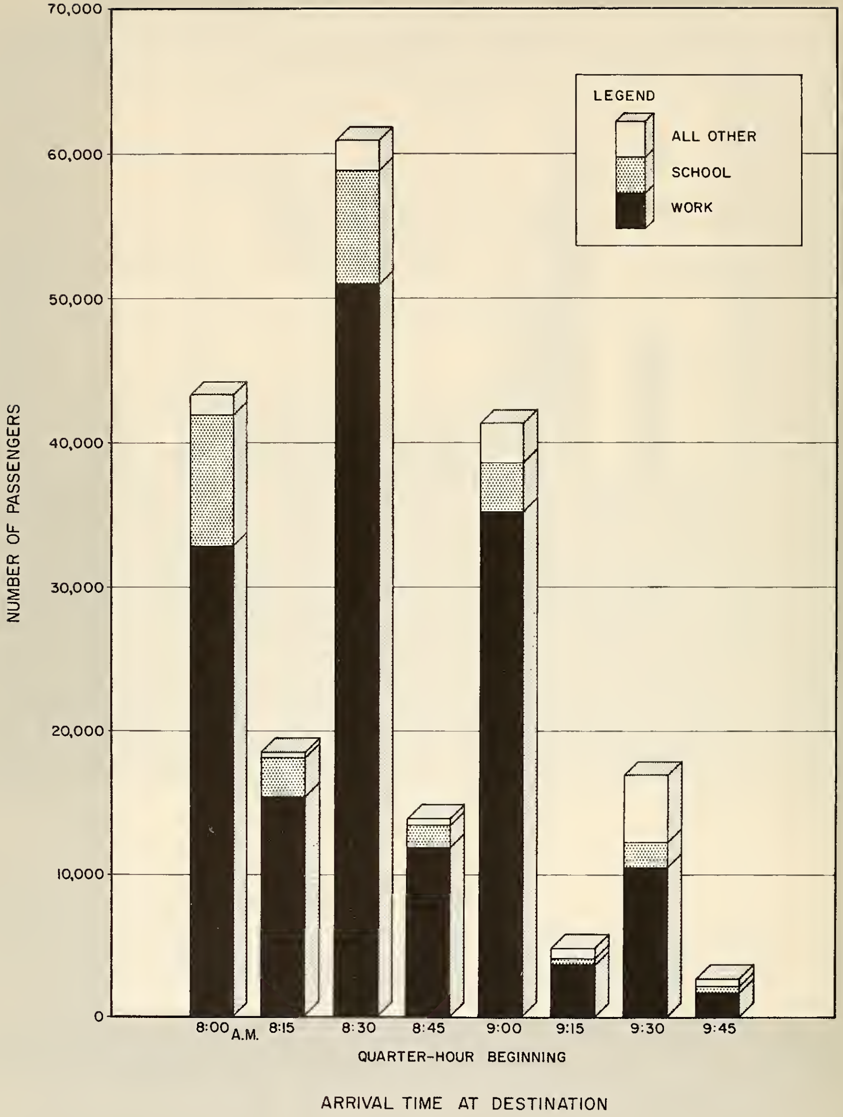
1963 HOURLY VARIATIONS OF INBOUND TRANSIT RIDERS BY TRIP PURPOSE

Wilbur Smith and Associates BOSTON REGIONAL PLANNING PROJECT **FIGURE 44**

inbound transit passengers at their destinations.

In the morning peak hour, 8:00 - 9:00 A.M., 136,000 transit riders arrive at their destinations, one-tenth of the daily total (ten per cent of all transit riders did not specify their time of arrival).

These high peaks reflect transit use for the journey to work. As shown in Figure 46, 80 per cent of all A.M. peak-hour transit riding was for work purpose as compared with about a third during off-peak hours.

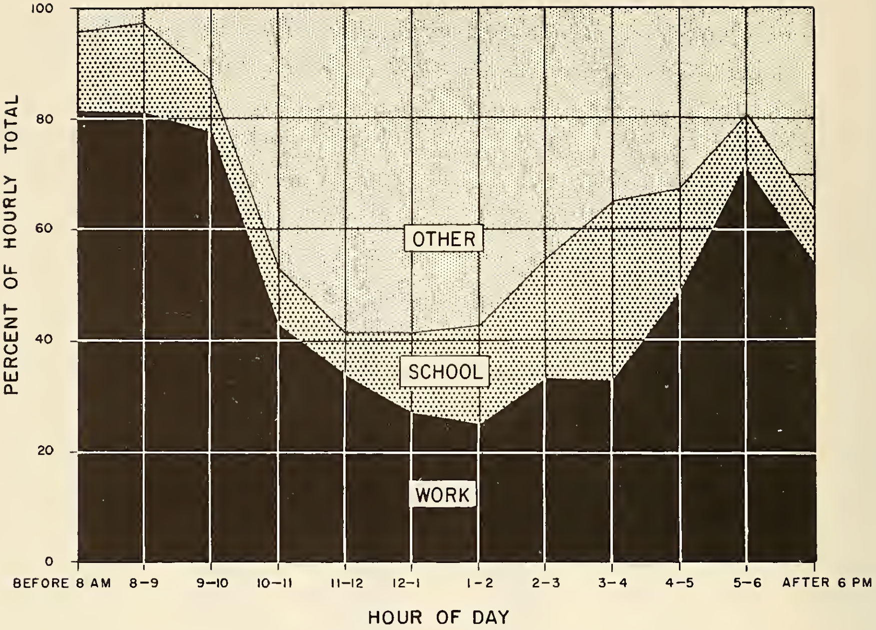


1963 VARIATION OF INBOUND TRANSIT PASSENGERS DURING MORNING PEAK HOURS

Table 52

ARRIVAL TIME AT DESTINATION - INBOUND TRANSIT PASSENGERS

APPROXIMATE ARRIVAL TIME	TRIP PURPOSE							
	Work	Shop	Social-Recreation	School	Other	No Answer	TOTAL	PER CENT OF TOTAL
	(-------------thousands of passengers-------------)							
Before 8:00 A.M.	45.7	0.9	0.2	7.8	0.5	0.9	55.9	9.7
8:00 to 9:00 A.M.:								
8:00 - 8:15	32.7	0.4	0.1	9.2	0.3	0.3	43.1	7.5
8:15 - 8:30	15.3	0.1	0.0	2.8	0.1	0.1	18.4	3.2
8:30 - 8:45	50.8	0.7	0.2	7.8	0.5	0.5	60.6	10.4
8:45 - 9:00	11.8	0.1	0.0	1.6	0.1	0.1	13.8	2.4
Subtotal	110.6	1.3	0.3	21.4	1.0	1.0	135.9	23.5
9:00 to 10:00 A.M.:								
9:00 - 9:15	35.1	1.1	0.3	3.4	0.9	0.4	41.1	7.1
9:15 - 9:30	3.7	0.4	0.1	0.3	0.2	0.1	4.8	0.8
9:30 - 9:45	10.6	2.3	0.5	1.8	1.6	0.2	16.9	2.9
9:45 -10:00	1.7	0.3	0.1	0.3	0.2	0.0	2.7	0.5
Subtotal	51.1	4.1	1.0	5.8	2.9	0.7	65.5	11.3
10:00 to 11:00 A.M.	11.9	6.4	1.4	2.9	4.4	0.8	27.7	4.8
11:00 to 12:00 P.M.	7.4	6.2	1.9	1.7	4.2	0.4	21.8	3.8
12:00 to 1:00 P.M.	5.4	4.6	2.0	2.9	4.2	0.7	19.9	3.4
1:00 to 2:00 P.M.	5.2	4.9	2.0	3.9	4.6	0.7	21.2	3.7
2:00 to 3:00 P.M.	8.9	4.6	2.2	5.8	4.7	0.7	26.9	4.6
3:00 to 4:00 P.M.	10.9	4.0	2.5	11.1	4.1	1.3	33.9	5.9
4:00 to 5:00 P.M.	13.8	2.9	2.0	5.6	3.7	0.7	28.7	5.0
5:00 to 6:00 P.M.	28.2	2.2	2.4	3.8	2.5	0.5	39.8	6.9
After 6:00 P.M.	24.1	2.6	8.5	4.3	4.3	1.0	44.8	7.7
Subtotal	323.2	44.7	26.4	77.0	41.2	9.4	521.9	90.3
No Answer	23.2	12.1	4.4	4.9	5.5	6.2	56.3	9.7
TOTAL	346.4	56.8	30.8	81.9	46.7	15.6	578.2	100.0



1963 DISTRIBUTION OF INBOUND TRANSIT RIDERS ACCORDING TO TRIP PURPOSE

Wilbur Smith and Associates BOSTON REGIONAL PLANNING PROJECT FIGURE 46

But the evening peak hour was also of major importance. Accordingly, hourly variations of the 141,400 passengers entering downtown subway stations were analyzed in detail as shown in Table 53. During the evening peak hour, 26 per cent of the daily transit riders entered these stations; 46 per cent entered in the two peak hours.

From the graph shown in Figure 47, it is estimated that 90 per cent of all rapid transit trips occur between 7:00 A.M. and 7:00 P.M. as compared with 65 to 70 per cent of all motor vehicle trips.

Boston Regional Planning Project

Table 53

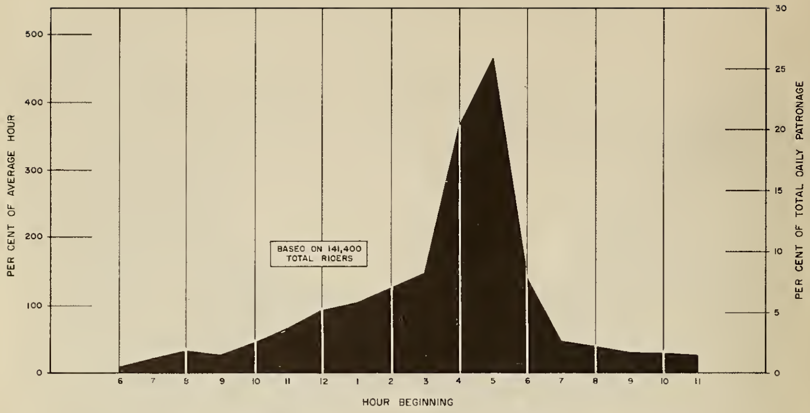
1963 HOURLY VARIATIONS OF PASSENGERS ENTERING TURNSTILES AT DOWNTOWN MTA SUBWAY STATIONS(1)

HOUR BEGINNING	PASSENGERS PER HOUR(2)	PER CENT TO AVERAGE HOUR	PER CENT OF TOTAL
6:00 A.M.	604	8	0.4
7:00	1,617	21	1.1
8:00	2,553	32	1.8
9:00	1,876	24	1.3
10:00	3,362	43	2.4
11:00	5,073	65	3.6
12:00 P.M.	7,220	92	5.1
1:00	8,064	103	5.7
2:00	9,818	125	6.9
3:00	11,513	147	8.2
4:00	28,663	365	20.3
5:00	36,539	465	25.8
6:00	10,891	139	7.7
7:00	3,753	48	2.7
8:00	3,044	39	2.2
9:00	2,358	30	1.7
10:00	2,298	29	1.6
11:00	2,154	27	1.5
AVERAGE DAILY TOTAL	141,400		100.0
AVERAGE PER HOUR	7,856	100	

---

(1) Covers the following MTA Subway Stations: Union-Friend, State, Milk, Summer, Winter, Boylston, Essex, Bowdoin, Haymarket, Government Center, Park Street, Boylston (surface prepayment), and Arlington.

(2) Developed from hourly checks of turnstile meter readings during April, 1964, adjusted to 1963 average daily patronage at each station provided by the Metropolitan Transit Authority.



1963 HOURLY VARIATIONS OF PASSENGERS ENTERING TURNSTILES AT DOWNTOWN MTA SUBWAY STATIONS

Wilbur Smith and Associates BOSTON REGIONAL PLANNING PROJECT **FIGURE 47**

Similar evening peak-hour patterns are estimated for other transit modes, particularly commuter railroads.

The foregoing discussions on hourly variations have clearly demonstrated the concise peak-hour characteristic of transit usage. Approximately one out of every four transit riders arrive at their morning destination between eight and nine o'clock, and depart for their evening destination between five and six o'clock.

APPENDICES

APPENDIX NUMBER	DESCRIPTION	PAGES
I	Data Tabulations	1-96A
II	Technical Notes on Inventories of Transportation Facilities	1-14B
III	Technical Notes on Travel-Pattern Surveys	1-20C
IV	Technical Notes on Data Processing and Accuracy Checks	1-17D

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COMPUTER TAPE SOURCES OF DATA TABULATIONS

Appendix I

COMPUTER TAPE CARD NUMBER USED[2]

APPENDIX TABLE[1]	Traffic Sub-Zone Index	Traffic Zone Index	Card Number				
			01	02	03	04	05
A	X						
AA		X					
A-1				X	X		X
A-2					X	X	
A-3				X	X	X	X
A-4				X	X		X
A-5					X	X	
A-6				X	X	X	X
A-7				X	X		X
A-8					X	X	
A-9				X	X	X	X
B-1	X		X				
B-2				X			
B-2 A1					X		
B-2 A2					X		
B-2 A3					X		
B-3A				X			
B-3B					X		
B-3C					X		
B-3D					X		
C-1		X		X		X	X
C-2		X			X		
C-3					X		
F-1		X		X			

[1] Trip totals may vary slightly between different data tabulations. This is due to (a) random variations in different runs with the same computer tapes, and (b) data assembly on a traffic-zone level versus data assembly on a traffic-subzone level.

[2] See Table 2 of report for card descriptions, and page 96A of Appendix I for illustrated card layout.

TABLE A

TOWN NAME, SUBZONE AND CENSUS TRACT INDEX

TOWN	BOSTON REGIONAL PLANNING PROJECT			1948	CENSUS
NAME	TOWN CODE	SUBZONE	CENSUS TRACT	ZONE	TRACT
E-BSTN	157	00100	028	0319	B-B05
E-BSTN	157	00200	029	0320	A0001
REVERE	135	00301	162	1702	S0012
E-BSTN	157	00302	029	0320	A0001
E-BSTN	157	00303	030	0320	A0002
E-BSTN	157	00304	030	0320	A0002
E-BSTN	157	00401	029	0320	A0001
E-BSTN	157	00402	030	0320	A0002
E-BSTN	157	00403	030	0319	A0002
E-BSTN	157	00404	028	0319	B-B05
E-BSTN	157	00405	031	0319	A0003
E-BSTN	157	00406	028	0319	B-B05
E-BSTN	157	00501	031	0319	A0003
E-BSTN	157	00502	039	0319	A0004
E-BSTN	157	00503	038	0319	A0005
E-BSTN	157	00504	032	0319	A0006
E-BSTN	157	00505	036	0319	B0001
E-BSTN	157	00506	032	0319	A0006
E-BSTN	157	00507	031	0319	A0003
E-BSTN	157	00601	028	0319	B-B05
E-BSTN	157	00602	028	0319	B-B05
E-BSTN	157	00603	033	0319	B-A05
E-BSTN	157	00604	034	0319	B0004
E-BSTN	157	00605	034	0319	B0002
E-BSTN	157	00606	037	0319	B0003
CHASTN	155	00701	040	0318	C0001
CHASTN	155	00702	047	0318	. 0002
CHASTN	155	00703	047	0318	E0002
CHASTN	155	00801	040	0318	C0001
CHASTN	155	00802	041	0318	D0001
CHASTN	155	00803	041	0318	E0001
CHASTN	155	00804	041	0318	D0001
CHASTN	155	00901	041	0318	D0001
CHASTN	155	00902	041	0318	D0001
CHASTN	155	00903	042	0318	E0002
CHASTN	155	01001	042	0318	D0002
CHASTN	155	01002	042	0318	D0002
CHASTN	155	01003	042	0318	D0002
CHASTN	155	01004	048	0318	E0001
CHASTN	155	01005	048	0318	E0001
CHASTN	155	01101	041	0318	D0001
CHASTN	155	01102	043	0318	D0003
CHASTN	155	01103	044	0318	D0004
CHASTN	155	01104	045	0318	D0003
CHASTN	155	01105	040	0318	C0001
CHASTN	155	01106	046	0318	C0002
CHASTN	155	01107	047	0318	E0002
CHASTN	155	01108	047	0318	E0002
CHASTN	155	01109	048	0318	E0001
CHASTN	155	01110	048	0318	E0001
BOSPPR	153	01201	008	0301	H0002
BOSPPR	153	01202	048	0301	E0001
BOSPPR	153	01203	047	0301	E0002
BOSPPR	153	01204	009	0301	H0004
BOSPPR	153	01205	009	0301	H0004
BOSPPR	153	01206	008	0301	H0002
BOSPPR	153	01207	009	0301	H0004
BOSPPR	153	01208	009	0317	H0004
BOSPPR	153	01209	010	0317	F0006
BOSPPR	153	01300	014	0302	F0001
BOSPPR	153	01401	011	0317	F0005
BOSPPR	153	01402	011	0302	F0005
BOSPPR	153	01403	013	0303	F0004
BOSPPR	153	01404	013	0302	F0004
BOSPPR	153	01405	014	0302	F0001
BOSPPR	153	01406	012		F0002
BOSPPR	153	01501	014	0302	F0001
BOSPPR	153	01502	015	0303	F0003
BOSPPR	153	01503	013	0302	F0004
BOSPPR	153	01601	015	0303	F0003
BOSPPR	153	01602	015	0304	F0003
BOSPPR	153	01701	011	0317	F0005
BOSPPR	153	01702	013	0303	F0004
BOSPPR	153	01703	015	0303	F0003
BOSPPR	153	01704	015	0304	F0003
BOSPPR	153	01705	015	0316	F0003
BOSPPR	153	01706	010	0317	F0006
BOSPPR	153	01801	010	0317	F0006
BOSPPR	153	01802	009	0317	H0004
BOSPPR	153	01803	009	0315	H0004
BOSPPR	153	01901	009	0315	H0004
BOSPPR	153	01902	009	0317	H0004
BOSPPR	153	01903	007	0315	H0001
BOSPPR	153	01904	008	0315	H0002
BOSPPR	153	01905	006	0315	H0003
BOSPPR	153	01906	007	0315	H0001
BOSPPR	153	01907	007	0315	H0001
BOSPPR	153	02001	006	0315	H0003
BOSPPR	153	02002	006	0315	H0003
BOSPPR	153	02101	004	0314	K0002
BOSPPR	153	02102	004	0315	K0002
BOSPPR	153	02103	005	0315	K0001
BOSPPR	153	02201	005	0315	K0001
BOSPPR	153	02202	004	0314	K0002
BOSPPR	153	02203	004	0314	K0002
BOSPPR	153	02204	004	0314	K000'
BOSPPR	153	02301	009	0315	H0004
BOSPPR	153	02302	009	0314	H0004
BOSPPR	153	02303	010	0314	F0006
BOSPPR	153	02304	010	0314	F0006
BOSPPR	153	02305	010	0315	F0006
BOSPPR	153	02306	010	0316	F0006
BOSPPR	153	05301	015	0303	F0003
BOSPPR	153	05302	015	0304	F0003
BOSPPR	153	05303	015	0304	F0003
S-BSTN	162	05400	027	0321	M0001
BOSPPR	153	02307	010	0316	F0006
BOSPPR	153	02308	010	0316	F0006
BOSPPR	153	02401	003	0313	J0001
BOSPPR	153	02402	001	0313	G0001
BOSPPR	153	02501	050	0311	K0005
BOSPPR	153	02502	049	0311	K0003
BOSPPR	153	02503	049	0311	K0003
BOSPPR	153	02504	004	0314	K0002
BOSPPR	153	02601	049	0311	K0003
BOSPPR	153	02602	049	0311	K0003
BOSPPR	153	02603	050	0311	K0005
BOSPPR	153	02701	050	0311	K0005
BOSPPR	153	02702	050	0310	K0005
BOSPPR	153	02703	052	0310	J0004
BOSPPR	153	02704	051	0310	J0003
BOSPPR	153	02801	050	0311	K0005
BOSPPR	153	02802	050	0312	K0005
BOSPPR	153	02803	051	0312	J0003
BOSPPR	153	02804	053	0312	J0002
BOSPPR	153	02901	050	0311	K0005
BOSPPR	153	02902	050	0312	K0005
BOSPPR	153	02903	051	0312	J0003
BOSPPR	153	02904	003	0312	J0001
BOSPPR	153	02905	003	0312	J0001
BOSPPR	153	02906	051	0312	J0003
BOSPPR	153	02907	053	0312	J0002
BOSPPR	153	02908	003	0312	J0001
BOSPPR	153	03001	003	0306	J0001
BOSPPR	153	03002	002	0306	'0003
BOSPPR	153	03101	003	0312	J0001
BOSPPR	153	03102	003	0306	J0001
BOSPPR	153	03103	057	0307	G0004
BOSPPR	153	03104	058	0306	G0002
BOSPPR	153	03201	053	0312	J0002
BOSPPR	153	03202	003	0312	J0001
BOSPPR	153	03203	003	0307	J0001
BOSPPR	153	03204	054	0308	L0001
BOSPPR	153	03205	003	0308	J0001
BOSPPR	153	03301	051	0310	J0003
BOSPPR	153	03302	051	0312	J0003
BOSPPR	153	03400	051	0310	J0003
BOSPPR	153	03501	051	0310	J0003
BOSPPR	153	03502	052	0310	J0004
BOSPPR	153	03601	062	0310	L0002
BOSPPR	153	03602	053	0310	J0002
BOSPPR	153	03603	053	0312	J0002
BOSPPR	153	03604	053	0308	J0002
BOSPPR	153	03605	054	0308	L0001
BOSPPR	153	03606	054	0309	L0001
BOSPPR	153	03607	062	0309	L0002
BOSPPR	153	03701	062	0309	L0002
BOSPPR	153	03702	065	0309	L0003
BOSPPR	153	03703	061	0309	L0004
BOSPPR	153	03704	061	0308	L0004
BOSPPR	153	03705	060	0308	I0004
BOSPPR	153	03706	055	0308	I0003
BOSPPR	153	03707	054	0309	L0001
BOSPPR	153	03708	054	0309	L0001
BOSPPR	153	03801	050	0309	I0004
BOSPPR	153	03802	067	0309	L0006
BOSPPR	153	03803	068	0309	L0005
BOSPPR	153	03804	068	0308	L0005
BOSPPR	153	03805	060	0308	I0004
BOSPPR	153	03901	060	0307	I0004
BOSPPR	153	03902	060	0308	I0004
BOSPPR	153	04001	059	0307	I0002
BOSPPR	153	04002	060	0307	I0004
BOSPPR	153	04101	055	0308	I0003
BOSPPR	153	04102	055	0307	I0003
BOSPPR	153	04201	057	0307	G0004
BOSPPR	153	04202	058	0307	G0002
BOSPPR	153	04203	059	0307	I0002
BOSPPR	153	04204	056	0307	I0001
BOSPPR	153	04301	059	0307	I0002
BOSPPR	153	04302	058	0307	G0002
BOSPPR	153	04303	001	0306	G0001
BOSPPR	153	04401	058	0306	G0002
BOSPPR	153	04402	001	0306	G0001
BOSPPR	153	04501	001	0305	G0001
BOSPPR	153	04502	001	0306	G0001
BOSPPR	153	04503	058	0306	G0002
BOSPPR	153	04504	057	0306	G0004
BOSPPR	153	04505	002	0306	G0003
BOSPPR	153	04601	058	0306	G0002
BOSPPR	153	04602	001	0306	G0001
BOSPPR	153	04603	001	0305	G0001
BOSPPR	153	04700	001	0305	G0001
BOSPPR	153	04801	010	0316	F0006
BOSPPR	153	04802	010	0316	F0006
BOSPPR	153	04803	015	0316	F0003
BOSPPR	153	04804	001	0305	G0001
BOSPPR	153	04901	015	0305	F0003
BOSPPR	153	04902	015	0316	F0003
BOSPPR	153	04903	015	0304	F0003
BOSPPR	153	04904	001	0304	G0001
BOSPPR	153	04905	001	0305	G0001
BOSPPR	153	05001	001	0304	G0001
BOSPPR	153	05002	001	0305	G0001
BOSPPR	153	05101	001	0306	G0001
BOSPPR	153	05102	001	0304	G0001
BOSPPR	153	05103	001	0304	G0001
BOSPPR	153	05201	015	0304	F0003
BOSPPR	153	05202	001	0304	G0001
S-BSTN	162	05501	026	0321	N0001
S-BSTN	162	05502	026	0321	N0001
S-BSTN	162	05503	025	0321	N0002

TABLE A (continued)

TOWN NAME	BOSTON REGIONAL PLANNING PROJECT TOWN CODE	SUBZONE	CENSUS TRACT	1948 ZONE	CENSUS TRACT
S-BSTN	162	05601	026	0322	N0001
S-BSTN	162	05602	023	0322	N0004
S-BSTN	162	05603	024	0322	N0003
S-BSTN	162	05604	025	0322	N0002
S-BSTN	162	05605	025	0322	N0002
S-BSTN	162	05606	025	0321	N0002
S-BSTN	162	05701	026	0321	N0001
S-BSTN	162	05702	026	0322	N0001
S-BSTN	162	05703	023	0322	N0004
S-BSTN	162	05704	022	0322	O0001
S-BSTN	162	05705	021	0322	P-B01
S-BSTN	162	05706	073	0322	P-C01
S-BSTN	162	05707	072	0322	P0002
S-BSTN	162	05708	072	0322	P0002
S-BSTN	162	05709	071	0322	P-A01
S-BSTN	162	05710	020	0322	O0002
S-BSTN	162	05801	016	0322	M0004
S-BSTN	162	05802	016	0321	M0004
S-BSTN	162	05803	027	0322	M0001
S-BSTN	162	05804	027	0321	M0001
S-BSTN	162	05805	027	0321	M0001
S-BSTN	162	05806	026	0321	N0001
S-BSTN	162	05807	026	0321	N0001
S-BSTN	162	05901	059	0322	I0002
S-BSTN	162	05902	060	0322	I0004
S-BSTN	162	05903	016	0322	M0004
S-BSTN	162	05904	069	0322	Q0001
S-BSTN	162	05905	070	0322	D0004
S-BSTN	162	05906	070	0322	D0004
S-BSTN	162	05907	018	0322	M0002
S-BSTN	162	05908	019	0322	D0003
S-BSTN	162	05909	017	0322	M0003
S-BSTN	162	05910	016	0322	M0004
S-BSTN	162	05911	027	0322	M0001
S-BSTN	162	05912	026	0322	N0001
S-BSTN	162	05913	026	0321	N0001
S-BSTN	162	06001	069	0322	Q0001
S-BSTN	162	06002	072	0322	P0002
ROXBRY	161	06003	072	0329	P0002
ROXBRY	161	06004	069	0323	Q0001
S-BSTN	162	06005	070	0322	D0004
ROXBRY	161	06101	105	0329	P0003
ROXBRY	161	06102	106	0329	P0006
N-DORC	164	06103	118	0329	T-B03
N-DORC	164	06104	121	0329	T0001
N-DORC	164	06105	119	0329	T-A03
S-BSTN	162	06106	072	0322	P0002
S-BSTN	162	06107	073	0322	P-C01
N-DORC	164	06108	073	0329	P-C01
N-DORC	164	06109	072	0329	P0002
N-DORC	164	06110	120	0329	T0002
N-DORC	164	06111	121	0329	T0001
N-DORC	164	06201	121	0322	T0001
N-DORC	164	06202	121	0322	T0001
N-DORC	164	06203	073	0329	P-C01
N-DORC	164	06204	120	0329	T0002
N-DORC	164	06205	121	0329	T0001
N-DORC	164	06301	121	0322	T0001
N-DORC	164	06302	121	0329	T0001
N-DORC	164	06401	121	0329	T0001
N-DORC	164	06402	123	0329	X0001
N-DORC	164	06501	122	0329	T-A04
N-DORC	164	06502	123	0329	X0001
N-DORC	164	06503	121	0329	T0001
N-DORC	164	06601	122	0329	T-A04
N-DORC	164	06602	132	0329	T-B04
N-DORC	164	06603	131	0329	T0009
N-DORC	164	06604	130	0329	T0010
N-DORC	164	06605	123	0329	X0001
N-DORC	164	06606	123	0331	X0001
S-DORC	165	06701	124	0330	X0002
S-DORC	165	06702	126	0331	X-B03
S-DORC	165	06703	124	0331	X0002
S-DORC	165	06704	123	0331	X0001
S-DORC	165	06705	123	0330	X0001
S-DORC	165	06706	123	0330	X0001
S-DORC	165	06801	124	0330	X0002
S-DORC	165	06802	125	0332	X-A03
S-DORC	165	06901	124	0330	X0002
S-DORC	165	06902	125	0330	X-A03
S-DORC	165	06903	125	0332	X-A03
S-DORC	165	07001	126	0331	X-B03
S-DORC	165	07002	126	0332	X-B03
S-DORC	165	07003	125	0332	X-A03
S-DORC	165	07101	126	0332	X-B03
S-DORC	165	07102	127	0332	X-C06
S-DORC	165	07103	127	0333	X-C06
S-DORC	165	07201	127	0332	X-C06
S-DORC	165	07202	128	0331	X-B04
S-DORC	165	07203	129	0331	X-A04
S-DORC	165	07204	124	0331	X0002
S-DORC	165	07205	126	0331	X-B03
S-DORC	165	07206	126	0332	X-B03
N-DORC	164	07301	130	0329	T0010
N-DORC	164	07302	130	0331	T0010
S-DORC	165	07303	129	0331	X-A04
N-DORC	164	07304	134	0331	T-B08
N-DORC	164	07305	134	0329	T-B08
N-DORC	164	07401	136	0328	T-A08
N-DORC	164	07402	135	0328	T-B07
N-DORC	164	07403	133	0329	T-B05
N-DORC	164	07404	131	0329	T0009
N-DORC	164	07501	116	0328	T-A07
N-DORC	164	07502	114	0328	T0006
N-DORC	164	07503	117	0329	T-A05
ROXBRY	161	07601	113	0328	U-A06
ROXBRY	161	07602	115	0328	U-B06
ROXBRY	161	07603	135	0328	T-B07
ROXBRY	161	07604	116	0328	T-A07
ROXBRY	161	07605	114	0328	T0006
ROXBRY	161	07606	114	0329	T0006
ROXBRY	161	07701	142	0328	W-A03

TOWN NAME	BOSTON REGIONAL PLANNING PROJECT TOWN CODE	SUBZONE	CENSUS TRACT	1948 ZONE	CENSUS TRACT
ROXBRY	161	07702	142	0334	W-A03
N-DORC	164	07703	142	0333	W-A03
MATAPN	156	07801	136	0328	T-A08
MATAPN	156	07802	136	0333	T-A08
MATAPN	156	07803	137	0333	X-A05
MATAPN	156	07804	138	0333	X-B05
MATAPN	156	07805	141	0333	X-A06
S-DORC	165	07901	127	0332	X-C06
S-DORC	165	07902	128	0331	X-B04
MATAPN	156	07903	139	0331	X-C05
MATAPN	156	07904	140	0333	X-B06
S-DORC	165	07905	127	0333	X-C06
S-DORC	165	07906	127	0332	X-C06
S-DORC	165	08000	140	0333	X-B06
S-DORC	165	08101	140	0333	X-B06
HYD-PK	159	08102	152	0333	Z-A01
HYD-PK	159	08103	152	0338	Z-A01
HYD-PK	159	08201	151	0338	W-B03
HYD-PK	159	08202	152	0338	Z-A01
HYD-PK	159	08203	154	0338	Z-B01
HYD-PK	159	08204	154	0339	Z-B01
HYD-PK	159	08205	153	0339	Z0002
HYD-PK	159	08206	153	0338	Z0002
HYD-PK	159	08300	155	0339	Z-C01
HYD-PK	159	08401	154	0339	Z-B01
HYD-PK	159	08402	155	0339	Z-C01
HYD-PK	159	08501	374	1401	N0037
HYD-PK	159	08502	155	0339	Z-C01
HYD-PK	159	08503	155	0340	Z-C01
HYD-PK	159	08504	153	0340	Z0002
HYD-PK	159	08505	153	0339	Z0002
HYD-PK	159	08601	153	0340	Z0002
HYD-PK	159	08602	154	0340	Z-B01
HYD-PK	159	08701	153	0340	Z0002
HYD-PK	159	08702	153	0335	Z0002
HYD-PK	159	08801	153	0335	Z0002
HYD-PK	159	08802	153	0340	Z0002
W-ROXB	163	08803	146	0340	W-D06
RSLNDL	160	08901	148	0335	W0005
RSLNDL	160	08902	149	0335	W-B04
HYD-PK	159	08903	152	0335	Z-A01
RSLNDL	160	09001	142	0334	W-A03
RSLNDL	160	09002	150	0334	W-A04
RSLNDL	156	09003	151	0334	W-B03
RSLNDL	160	09101	143	0334	W-B01
RSLNDL	160	09102	142	0334	W-A03
RSLNDL	160	09103	149	0334	W-B04
RSLNDL	160	09201	149	0334	W-B04
RSLNDL	160	09202	143	0334	W-B01
RSLNDL	160	09203	148	0335	W0005
RSLNDL	160	09204	143	0335	W-B01
W-ROXB	163	09301	147	0336	W-C06
RSLNDL	160	09302	148	0335	W0005
RSLNDL	160	09303	143	0335	W-B01
W-ROXB	163	09400	146	0336	W-D06
W-ROXB	163	09501	146	0336	W-D06
W-ROXB	163	09502	145	0337	W-A06
W-ROXB	163	09503	144	0337	W-B06
W-ROXB	163	09601	143	0337	W-B01
W-ROXB	163	09602	145	0337	W-A06
W-ROXB	163	09603	144	0337	W-B06
W-ROXB	163	09701	144	0337	W-B06
W-ROXB	163	09702	147	0337	W-C06
RSLNDL	160	09801	144	0327	W-B06
FNWYJP	158	09802	143	0327	W-B01
FNWYJP	158	09900	095	0327	W-A01
FNWYJP	158	10001	096	0328	W0002
ROXBRY	161	10002	142	0328	W-A03
RSLNDL	160	10003	142	0334	W-A03
FNWYJP	158	10101	094	0327	V0005
FNWYJP	158	10102	096	0327	W0002
FNWYJP	158	10103	095	0327	W-A01
FNWYJP	158	10104	095	0327	W-A01
FNWYJP	158	10201	093	0327	V-B04
FNWYJP	158	10202	092	0327	V0003
FNWYJP	158	10203	091	0324	V0002
FNWYJP	158	10204	090	0324	V-A04
FNWYJP	158	10205	074	0324	S0004
FNWYJP	158	10206	090	0324	V-A04
FNWYJP	158	10207	074	0324	S0004
FNWYJP	158	10301	098	0323	V0001
FNWYJP	158	10302	098	0328	V0001
FNWYJP	158	10303	097	0328	V0006
FNWYJP	158	10304	098	0328	V0001
ROXBRY	161	10401	111	0323	U0004
ROXBRY	161	10402	111	0328	U0004
ROXBRY	161	10403	098	0328	V0001
ROXBRY	161	10501	094	0323	U0005
ROXBRY	161	10502	094	0328	U0005
ROXBRY	161	10503	113	0328	U-A06
ROXBRY	161	10504	115	0328	U-B06
ROXBRY	161	10601	103	0323	Q0004
ROXBRY	161	10602	102	0323	Q0003
ROXBRY	161	10603	101	0323	U0003
ROXBRY	161	10604	111	0323	U0004
ROXBRY	161	10605	110	0323	U0002
ROXBRY	161	10606	109	0323	U0001
ROXBRY	161	10701	103	0323	Q0004
ROXBRY	161	10702	104	0323	Q0005
ROXBRY	161	10703	105	0329	P0003
ROXBRY	161	10704	107	0323	P0004
ROXBRY	161	10705	108	0323	P0005
ROXBRY	161	10706	106	0329	P0006
ROXBRY	161	10707	106	0323	P0006
ROXBRY	161	10708	108	0329	P0005
ROXBRY	161	10801	069	0323	Q0001
ROXBRY	161	10802	103	0323	Q0004
ROXBRY	161	10803	102	0323	Q0003
ROXBRY	161	10804	066	0323	Q0002
ROXBRY	161	10901	064	0323	R0001
ROXBRY	161	10902	100	0323	R0002
ROXBRY	161	10903	066	0323	Q0002

TABLE A (continued)

TOWN NAME	BOSTON REGIONAL PLANNING PROJECT TOWN CODE	SUBZONE	CENSUS TRACT	1948 ZONE	CENSUS TRACT
FNWYJP	158	11001	078	0324	S0001
FNWYJP	158	11002	077	0324	S0002
ROXBRY	161	11003	077	0323	S0002
ROXBRY	161	11004	099	0323	S0003
FNWYJP	158	11005	099	0324	S0003
ROXBRY	161	11006	091	0324	V0002
ROXBRY	161	11007	098	0323	V0001
ROXBRY	161	11008	111	0323	U0004
ROXBRY	161	11009	101	0323	U0003
ROXBRY	161	11010	100	0323	R0002
ROXBRY	161	11101	063	0323	R0003
ROXBRY	161	11102	100	0323	R0002
ROXBRY	161	11103	064	0323	R0001
ROXBRY	161	11201	066	0323	C0002
ROXBRY	161	11202	066	0323	Q0002
ROXBRY	161	11203	067	0323	L0006
ROXBRY	161	11204	069	0323	Q0001
ROXBRY	161	11301	062	0323	L0002
ROXBRY	161	11302	065	0323	L0003
ROXBRY	161	11303	064	0323	R0001
ROXBRY	161	11304	064	0323	R0001
ROXBRY	161	11305	100	0323	R0002
ROXBRY	161	11306	063	0323	R0003
ROXBRY	161	11307	063	0323	R0003
FNWYJP	158	11401	080	0324	K-B04
FNWYJP	158	11402	079	0324	J0005
FNWYJP	158	11403	078	0324	S0001
FNWYJP	158	11501	091	0324	V0002
FNWYJP	158	11502	074	0324	S0004
FNWYJP	158	11503	075	0324	S0005
FNWYJP	158	11504	076	0324	S0006
FNWYJP	158	11505	077	0324	S0002
FNWYJP	156	11506	078	0324	S0001
FNWYJP	158	11601	080	0324	K-B04
BROOKL	090	11602	265	0504	NC001
FNWYJP	158	11701	081	0324	K-A04
FNWYJP	158	11702	081	0324	K-A04
BROOKL	090	11703	265	0504	NC001
FNWYJP	158	11704	082	0325	Y0002
FNWYJP	158	11705	082	0325	Y0002
BRITON	154	11801	083	0325	Y0001
BRITON	154	11802	082	0325	Y0002
BRITON	154	11901	082	0325	Y0002
BRITON	154	11902	083	0326	Y0001
BRITON	154	11903	084	0326	Y0004
BRITON	154	11904	065	0326	Y-A05
BRITON	154	12001	085	0326	Y-A05
BRITON	154	12002	084	0326	Y0004
BRITON	154	12101	089	0326	Y-C05
BRITON	154	12102	086	0326	Y-B05
BRITON	154	12201	084	0326	Y0004
BRITON	154	12202	086	0326	Y-B05
BRITON	154	12203	087	0326	Y-B03
BRITON	154	12204	086	0326	Y-B05
BRITON	154	12301	082	0325	Y0002
BRITON	154	12302	087	0325	Y-B03
BRITON	154	12303	087	0326	Y-B03
BRITON	154	12304	083	0326	Y0001
BRITON	154	12305	084	0326	Y0004
BRITON	154	12401	082	0325	Y0002
BRITON	154	12402	088	0325	Y-A03
BRITON	154	12403	089	0325	Y-C05
BRITON	154	12404	087	0326	Y-B03
BRITON	154	12405	087	0325	Y-B03
BRITON	154	12501	082	0325	Y0002
BRITON	154	12502	088	0325	Y-A03
BROOKL	090	12601	263	0504	NC003
BROOKL	090	12602	264	0504	NC002
BROOKL	090	12603	264	0504	NC002
BROOKL	090	12604	264	0505	NC002
BROOKL	090	12605	266	0505	NC008
BROOKL	090	12606	266	0504	NC008
BROOKL	090	12607	268	0505	NC005
BROOKL	090	12608	268	0504	NC005
BROOKL	090	12609	267	0504	NC004
BROOKL	090	12610	267	0504	NC004
FNWYJP	158	12701	155	0504	Z-C01
BROOKL	090	12702	265	0504	NC001
BROOKL	090	12703	265	0505	NC001
BROOKL	090	12704	266	0505	NC008
BROOKL	090	12801	271	0505	NC009
BROOKL	090	12802	272	0505	NC010
BROOKL	090	12803	272	0506	NC010
BROOKL	090	12804	270	0506	NC007
BROOKL	090	12805	270	0505	NC007
BROOKL	090	12806	270	0503	NC007
BROOKL	090	12901	273	0503	NC011
BROOKL	090	12902	269	0503	NC006
BROOKL	090	12903	267	0503	NC004
BROOKL	090	12904	268	0503	NC005
BROOKL	090	13001	273	0502	NC011
BROOKL	090	13002	269	0502	NC006
BROOKL	090	13003	269	0506	NC006
BROOKL	090	13101	273	0502	NC011
BROOKL	090	13102	273	0506	NC011
BROOKL	090	13201	274	0501	NC012
BROOKL	090	13202	274	0506	NC012
BROOKL	090	13300	274	0501	NC012
BROOKL	090	13401	274	0501	NC012
BROOKL	090	13402	273	0501	NC011
BROOKL	090	13403	273	0502	NC011
NEWTON	066	13501	350	1503	MC117
NEWTON	066	13502	350	1504	MC117
NEWTON	066	13600	349	1503	MC109
NEWTON	066	13700	349	1501	MC109
NEWTON	066	13800	348	1501	MC110
NEWTON	066	13900	347	1501	MC111
NEWTON	066	14000	346	1501	MC112
WESTON	083	14101	356	----	MC137
NEWTON	066	14102	355	1501	MC113
WESTON	083	14201	356	----	MC137
NEWTON	066	14202	355	1505	MC113
NEWTON	066	14203	355	1502	MC113
NEWTON	066	14301	355	1505	MC113
NEWTON	066	14302	354	1505	MC114
NEWTON	066	14401	346	1502	MC112
NEWTON	066	14402	354	1502	MC114
NEWTON	066	14403	346	1502	MC112
NEWTON	066	14404	354	1505	MC114
WELSLY	112	14405	357	----	NC014
WELSLY	112	14406	360	----	NC013
NEWTON	066	14501	347	1503	MC111
NEWTON	066	14502	347	1502	MC111
NEWTON	066	14601	352	1502	MC116
NEWTON	066	14602	352	1503	MC116
NEWTON	066	14603	352	1504	MC116
NEWTON	066	14701	353	1503	MC115
NEWTON	066	14702	353	1502	MC115
NEWTON	066	14703	353	1505	MC115
NEWTON	066	14704	353	1504	MC115
NEWTON	066	14800	351	1504	MC118
NEEDHM	103	14900	365		NC019
NEEDHM	103	15001	361		NC017
WELSLY	112	15002	360		NC013
NEEDHM	103	15101	361		NC017
NEEDHM	103	15102	363		NC021
NEEDHM	103	15201	361		NC017
NEEDHM	103	15202	362		NC018
NEEDHM	103	15203	364		NC020
NEEDHM	103	15204	365		NC019
NEEDHM	103	15301	365		NC019
NEEDHM	103	15302	364		NC020
NEEDHM	103	15401	364		NC020
NEEDHM	103	15402	363		NC021
WELSLY	112	15500	359		NC016
WELSLY	112	15600	358		NC015
WELSLY	112	15701	359		NC016
WELSLY	112	15702	357		NC014
WELSLY	112	15703	357		NC014
WELSLY	112	15704	359		NC016
WELSLY	112	15705	358		NC015
WELSLY	112	15800	357		NC014
WELSLY	112	15901	360		NC013
WELSLY	112	15902	357		NC014
WELSLY	112	16001	357		NC014
WELSLY	112	16002	358		NC015
WELSLY	112	16100	358		NC015
WESTON	083	16200	356		MC137
WESTON	083	16301	356		MC137
WALTHM	079	16302	343		MC122
WESTON	083	16401	356		MC137
WALTHM	079	16402	342	2007	MC121
WALTHM	079	16403	342	2006	MC121
WALTHM	079	16501	342	2007	MC121
WALTHM	079	16502	342	2001	MC121
WALTHM	079	16601	338	2001	MC120
WALTHM	079	16602	342	2001	MC121
WALTHM	079	16701	342	2007	MC121
WALTHM	079	16702	338	2001	MC120
WALTHM	079	16703	338	2002	MC120
WALTHM	079	16704	338	2001	MC120
WALTHM	079	16801	342	2007	MC121
WALTHM	079	16802	342	2006	MC121
WALTHM	079	16901	343	2006	MC122
WESTON	083	16902	356		MC137
WALTHM	079	16903	343	2005	MC122
WALTHM	079	17001	344	2005	MC124
WALTHM	079	17002	341	2005	MC123
WALTHM	079	17003	345	2005	MC125
WALTHM	079	17101	338	2003	MC120
WALTHM	079	17102	340	2003	MC126
WALTHM	079	17103	340	2006	MC126
WALTHM	079	17104	338	2006	MC120
WALTHM	079	17105	342	2006	MC121
WALTHM	079	17106	343	2006	MC122
WALTHM	079	17107	343	2006	MC122
WALTHM	079	17108	343	2005	MC122
WALTHM	079	17109	340	2005	MC126
WALTHM	079	17110	340	2004	MC126
WALTHM	079	17201	338	2002	MC120
WALTHM	079	17202	339	2002	MC119
WALTHM	079	17203	339	2003	MC119
WALTHM	079	17301	338	2003	MC120
WALTHM	079	17302	338	2004	MC120
WALTHM	079	17303	339	2003	MC119
WALTHM	079	17304	338	2003	MC120
WALTHM	079	17401	340	2004	MC126
WALTHM	079	17402	338	2004	MC120
WALTHM	079	17403	338	2003	MC120
WATRTN	080	17501	259	2101	MC108
WATRTN	080	17502	260	2101	MC106
WATRTN	080	17601	259	2101	MC108
WATRTN	080	17602	262	2101	MC107
WATRTN	080	17701	262	2102	MC107
WATRTN	080	17702	262	2101	MC107
WATRTN	080	17801	261	2102	MC105
WATRTN	080	17802	262	2102	MC107
WATRTN	080	17901	261	2102	MC105
WATRTN	080	17902	260	2102	MC106
WATRTN	080	18001	260	2102	MC106
WATRTN	080	18002	260	2101	MC106
BELMNT	041	18101	254	0203	MC104
BELMNT	041	18102	255	0203	MC102
BELMNT	041	18103	256	0203	MC101
BELMNT	041	18104	253	0203	MC103
BELMNT	041	18105	253	0202	MC103
BELMNT	041	18201	252	0202	MC097
BELMNT	041	18202	252	0201	MC097
BELMNT	041	18203	251	0201	MC098

TABLE A (continued)

TOWN NAME	BOSTON REGIONAL PLANNING PROJECT TOWN CODE	SUBZONE	CENSUS TRACT	1948 ZONE	CENSUS TRACT
ARLNTN	037	18204	247	0102	MC094
BELMNT	041	18301	256	0204	MC101
BELMNT	041	18302	257	0204	MC099
BELMNT	041	18303	251	0204	MC098
BELMNT	041	18401	256	0204	MC101
BELMNT	041	18402	258	0204	MC100
BELMNT	041	18403	257	0204	MC099
BELMNT	041	18501	252	0202	MC097
BELMNT	041	18502	251	0202	MC098
BELMNT	041	18503	251	0201	MC098
ARLNTN	037	18504	250	0101	MC096
BELMNT	041	18505	257	0201	MC099
LEXNTN	056	18601	335		MC130
LEXNTN	056	18602	334		MC129
LEXNTN	056	18603	336		MC128
LEXNTN	056	18701	334		MC129
LEXNTN	056	18702	333		MC127
BURLTN	044	18801	332		MC131
LEXNTN	056	18802	333		MC127
LEXNTN	056	18803	334		MC129
LEXNTN	056	18901	333		MC127
LEXNTN	056	18902	336		MC128
LEXNTN	056	19001	336		MC128
LEXNTN	056	19002	333		MC127
LEXNTN	056	19101	333		MC127
BURLTN	044	19102	332		MC131
BURLTN	044	19200	332		MC131
BURLTN	044	19300	332		MC131
BURLTN	044	19400	332		MC131
WOBURN	086	19501	327		MC088
WOBURN	086	19502	328		MC087
WOBURN	086	19601	331		MC084
WOBURN	086	19602	330		MC085
READNG	069	19603	325		MC081
WOBURN	086	19701	331		MC084
WOBURN	086	19702	330		MC085
READNG	069	19703	325		MC081
WOBURN	086	19801	329		MC086
STONHM	073	19802	324		MC075
STONHM	073	19803	323		MC076
WOBURN	086	19804	328		MC087
WOBURN	086	19901	327		MC088
WOBURN	086	19902	330		MC085
WOBURN	086	19903	328		MC087
WINCTR	085	20001	326	2301	MC089
WINCTR	085	20002	326	2302	MC089
WINCTR	085	20003	326	2304	MC089
WINCTR	085	20004	326	2305	MC089
WINCTR	085	20101	326	2302	MC089
WINCTR	085	20102	326	2303	MC089
WINCTR	085	20103	326	2304	MC089
WINCTR	085	20104	326	2305	MC089
STONHM	073	20105	323		MC076
STONHM	073	20106	324		MC075
WINCTR	085	20201	326	2301	MC089
WINCTR	085	20202	326	2305	MC089
ARLNTN	037	20300	250	0101	MC096
ARLNTN	037	20401	249	0101	MC095
ARLNTN	037	20402	248	0101	MC090
ARLNTN	037	20403	248	0102	MC090
ARLNTN	037	20404	247	0101	MC094
ARLNTN	037	20501	249	0101	MC095
ARLNTN	037	20502	250	0101	MC096
ARLNTN	037	20503	250	0101	MC096
ARLNTN	037	20504	249	0101	MC095
ARLNTN	037	20601	247	0101	MC094
ARLNTN	037	20602	247	0101	MC094
ARLNTN	037	20603	247	0102	MC094
ARLNTN	037	20604	247	0102	MC094
ARLNTN	037	20701	247	0102	MC094
ARLNTN	037	20702	246	0102	MC091
ARLNTN	037	20703	245	0102	MC092
ARLNTN	037	20801	246	0102	MC091
ARLNTN	037	20802	245	0102	MC092
ARLNTN	037	20803	247	0102	MC094
ARLNTN	037	20804	244	0102	MC093
CAMBRG	045	20901	243	0601	MC030
CAMBRG	045	20902	242	0601	MC029
CAMBRG	045	20903	241	0601	MC028
CAMBRG	045	20904	240	0602	MC027
CAMBRG	045	20905	235	0602	MC025
CAMBRG	045	21001	242	0601	MC029
CAMBRG	045	21002	239	0601	MC026
CAMBRG	045	21101	239	0601	MC026
CAMBRG	045	21102	240	0601	MC027
CAMBRG	045	21103	240	0602	MC027
CAMBRG	045	21104	239	0602	MC026
CAMBRG	045	21105	238	0602	MC024
CAMBRG	045	21106	238	0601	MC024
CAMBRG	045	21107	237	0601	MC023
CAMBRG	045	21200	237	0601	MC023
CAMBRG	045	21301	236	0601	MC022
CAMBRG	045	21302	236	0602	MC022
CAMBRG	045	21303	232	0602	MC021
CAMBRG	045	21401	235	0602	MC025
CAMBRG	045	21402	233	0602	MC020
CAMBRG	045	21403	234	0602	MC016
CAMBRG	045	21501	234	0602	MC016
CAMBRG	045	21502	233	0602	MC020
CAMBRG	045	21503	232	0602	MC021
CAMBRG	045	21504	225	0602	MC017
CAMBRG	045	21505	231	0602	MC019
CAMBRG	045	21506	231	0603	MC019
CAMBRG	045	21507	225	0603	MC017
CAMBRG	045	21601	230	0603	MC014
CAMBRG	045	21602	229	0603	MC013
CAMBRG	045	21603	228	0603	MC012
CAMBRG	045	21701	229	0603	MC013
CAMBRG	045	21702	228	0604	MC012
CAMBRG	045	21703	214	0604	MC011
CAMBRG	045	21800	214	0604	MC011
CAMBRG	045	21901	217	0604	MC001
CAMBRG	045	21902	215	0604	MC004
CAMBRG	045	21903	216	0604	MC003
CAMBRG	045	21904	218	0604	MC002
CAMBRG	045	22001	220	0604	MC007
CAMBRG	045	22002	221	0604	MC008
CAMBRG	045	22003	219	0604	MC006
CAMBRG	045	22004	215	0604	MC004
CAMBRG	045	22005	222	0604	MC005
CAMBRG	045	22006	214	0604	MC011
CAMBRG	045	22007	214	0603	MC011
CAMBRG	045	22101	225	0603	MC017
CAMBRG	045	22102	226	0603	MC018
CAMBRG	045	22103	227	0603	MC015
CAMBRG	045	22104	223	0603	MC010
CAMBRG	045	22105	224	0603	MC009
CAMBRG	045	22106	220	0603	MC007
CAMBRG	045	22107	221	0603	MC008
CAMBRG	045	22108	222	0603	MC005
CAMBRG	045	22109	214	0603	MC011
SOMRVL	072	22201	207	1905	MC038
SOMRVL	072	22202	207	1904	MC038
SOMRVL	072	22203	200	1904	MC044
SOMRVL	072	22204	200	1903	MC044
SOMRVL	072	22205	199	1903	MC045
SOMRVL	072	22301	206	1904	MC037
SOMRVL	072	22302	202	1904	MC039
SOMRVL	072	22303	207	1904	MC038
SOMRVL	072	22304	200	1904	MC044
SOMRVL	072	22305	200	1903	MC044
SOMRVL	072	22306	201	1904	MC043
SOMRVL	072	22307	201	1902	MC043
SOMRVL	072	22308	201	1903	MC043
SOMRVL	072	22309	199	1903	MC045
SOMRVL	072	22400	199	1903	MC045
SOMRVL	072	22501	199	1903	MC045
SOMRVL	072	22502	204	1902	MC042
SOMRVL	072	22503	203	1902	MC040
SOMRVL	072	22504	204	1904	MC042
SOMRVL	072	22505	203	1904	MC040
SOMRVL	072	22506	205	1901	MC041
SOMRVL	072	22507	204	1901	MC042
SOMRVL	072	22601	205	1901	MC041
SOMRVL	072	22602	205	1901	MC041
SOMRVL	072	22701	206	1904	MC037
SOMRVL	072	22702	206	1905	MC037
SOMRVL	072	22703	202	1905	MC039
SOMRVL	072	22704	207	1905	MC038
SOMRVL	072	22705	208	1905	MC035
SOMRVL	072	22706	209	1905	MC036
SOMRVL	072	22801	209	1905	MC036
SOMRVL	072	22802	208	1905	MC035
SOMRVL	072	22803	211	1905	MC034
SOMRVL	072	22804	211	1906	MC034
SOMRVL	072	22805	210	1906	MC033
SOMRVL	072	22806	210	1905	MC033
SOMRVL	072	22807	209	1906	MC036
SOMRVL	072	22808	212	1906	MC032
SOMRVL	063	22809	213	1906	MC031
MEDFRD	063	22901	193	1204	MC060
MEDFRD	063	22902	192	1204	MC059
MEDFRD	063	22903	191	1204	MC058
MEDFRD	063	22904	190	1203	MC057
MEDFRD	063	23001	193	1204	MC060
MEDFRD	063	23002	194	1204	MC061
SOMRVL	072	23003	213	1906	MC031
MEDFRD	063	23101	195	1201	MC054
MEDFRD	063	23102	194	1201	MC061
MEDFRD	063	23201	195	1201	MC054
MEDFRD	063	23202	198	1201	MC055
MEDFRD	063	23203	198	1202	MC055
MEDFRD	063	23204	198	1204	MC055
MEDFRD	063	23205	196	1202	MC056
MEDFRD	063	23206	190	1204	MC057
MEDFRD	063	23207	191	1204	MC058
MEDFRD	063	23208	195	1204	MC054
MEDFRD	063	23209	196	1204	MC056
MEDFRD	063	23301	195	1201	MC054
MEDFRD	063	23302	197	1202	MC053
MEDFRD	063	23401	198	1202	MC055
MEDFRD	063	23402	196	1202	MC056
MEDFRD	063	23501	191	1204	MC058
MEDFRD	063	23502	190	1204	MC057
MEDFRD	063	23503	190	1203	MC057
MEDFRD	063	23504	190	1203	MC057
MEDFRD	063	23601	190	1203	MC057
EVERET	051	23602	196	0903	MC056
MEDFRD	063	23700	178	0903	MC049
EVERET	051	23801	179	0903	MC048
EVERET	051	23802	179	0901	MC048
EVERET	051	23901	178	0903	MC049
EVERET	051	23902	178	0901	MC049
EVERET	051	23903	177	0903	MC050
EVERET	051	23904	177	0901	MC050
EVERET	051	24000	180	0901	MC047
EVERET	051	24101	176	0901	MC046
EVERET	051	24102	175	0901	MC051
EVERET	051	24201	174	0903	MC052
EVERET	051	24202	174	0902	MC052
CHLSEA	134	24301	173	0701	SC005
CHLSEA	134	24302	173	0704	SC005
CHLSEA	134	24303	167	0701	SC001
CHLSEA	134	24304	170	0701	SC004
CHLSEA	134	24305	173	0701	SC005
CHLSEA	134	24401	170	0701	SC004
CHLSEA	134	24402	169	0701	SC002
CHLSEA	134	24403	170	0701	SC004
CHLSEA	134	24404	169	0702	SC002
REVERE	135	24405	165	1703	SC010

TABLE A (continued)

TOWN	BOSTON REGIONAL PLANNING PROJECT			1948	CENSUS
NAME	TOWN CODE	SUBZONE	CENSUS TRACT	ZONE	TRACT
CHLSEA	134	24406	169	0702	SC002
CHLSEA	134	24501	170	0701	SC004
CHLSEA	134	24502	167	0701	SC001
CHLSEA	134	24503	167	0701	SC001
CHLSEA	134	24504	167	0704	SC001
CHLSEA	134	24505	167	0703	SC001
CHLSEA	134	24506	167	0703	SC001
CHLSEA	134	24507	167	0703	SC001
CHLSEA	134	24508	167	0702	SC001
CHLSEA	134	24509	169	0702	SC002
CHLSEA	134	24510	168	0702	SC003
CHLSEA	134	24511	169	0702	SC002
CHLSEA	134	24512	169	0702	SC002
CHLSEA	134	24601	173	0704	SC005
CHLSEA	134	24602	172	0704	SC006
CHLSEA	134	24603	173	0704	SC005
CHLSEA	134	24604	170	0704	SC004
CHLSEA	134	24605	173	0701	SC005
CHLSEA	134	24606	170	0701	SC004
CHLSEA	134	24607	170	0704	SC004
CHLSEA	134	24608	172	0704	SC006
CHLSEA	134	24609	172	0704	SC006
CHLSEA	134	24610	171	0704	SC007
CHLSEA	134	24611	171	0704	SC007
CHLSEA	134	24701	167	0704	SC001
CHLSEA	134	24702	167	0703	SC001
CHLSEA	134	24703	171	0703	SC007
WINTHP	136	24801	159	2402	SC015
WINTHP	136	24802	159	2401	SC015
WINTHP	136	24803	157	2401	SC017
WINTHP	136	24804	156	2401	SC018
WINTHP	136	24805	158	2402	SC016
WINTHP	136	24806	157	2402	SC017
WINTHP	136	24901	157	2401	SC017
WINTHP	136	24902	156	2401	SC018
WINTHP	136	24903	160	2401	SC014
WINTHP	136	24904	160	2401	SC014
REVERE	135	25001	161	1702	SC013
REVERE	135	25002	162	1702	SC012
REVERE	135	25101	162	1702	SC012
REVERE	135	25102	164	1702	SC011
REVERE	135	25201	165	1703	SC010
REVERE	135	25202	166	1703	SC009
REVERE	135	25203	164	1703	SC011
REVERE	135	25204	164	1702	SC011
REVERE	135	25205	164	1702	SC011
REVERE	135	25206	162	1702	SC012
REVERE	135	25301	163	1702	SC008
REVERE	135	25302	166	1702	SC009
REVERE	135	25303	166	1701	SC009
REVERE	135	25304	163	1701	SC008
REVERE	135	25401	163	1701	SC008
REVERE	135	25402	166	1701	SC009
REVERE	135	25500	166	1701	SC009
REVERE	135	25601	166	1701	SC009
MALDEN	060	25602	181	1103	MC062
REVERE	135	25700	166	1703	SC009
MALDEN	060	25800	181	1103	MC062
MALDEN	060	25901	182	1103	MC063
MALDEN	060	25902	182	1102	MC063
MALDEN	060	25903	184	1102	MC066
MALDEN	060	26001	183	1103	MC064
MALDEN	060	26002	183	1102	MC064
MALDEN	060	26003	185	1102	MC065
MALDEN	060	26004	183	1102	MC064
MALDEN	060	26101	185	1102	MC065
MALDEN	060	26102	186	1102	MC068
MALDEN	060	26201	186	1102	MC068
MALDEN	060	26202	185	1102	MC065
MALDEN	060	26301	186	1102	MC068
MALDEN	060	26302	187	1102	MC067
MALDEN	060	26303	184	1102	MC066
MALDEN	060	26400	188	1101	MC070
MALDEN	060	26501	189	1101	MC069
MALDEN	060	26502	186	1101	MC068
MALDEN	060	26503	186	1101	MC068
MALDEN	060	26504	186	1101	MC068
MELROS	064	26601	316	1303	MC073
MELROS	064	26602	315	1303	MC074
MELROS	064	26603	316	1302	MC073
MELROS	064	26604	315	1302	MC074
MELROS	064	26605	314	1302	MC071
MELROS	064	26701	315	1303	MC074
MELROS	064	26702	315	1302	MC074
MELROS	064	26801	314	1302	MC071
MELROS	064	26802	314	1301	MC071
MELROS	064	26901	317	1301	MC072
MELROS	064	26902	317	1302	MC072
MELROS	064	26903	314	1302	MC071
STONHM	073	27001	324		MC075
STONHM	073	27002	324		MC075
STONHM	073	27003	324		MC075
STONHM	073	27004	324		MC075
STONHM	073	27005	324		MC075
STONHM	073	27006	323		MC076
STONHM	073	27007	323		MC076
STONHM	073	27101	323		MC076
STONHM	073	27102	323		MC076
STONHM	073	27103	323		MC076
STONHM	073	27104	323		MC076
STONHM	073	27105	323		MC076
STONHM	073	27106	323		MC076
STONHM	073	27107	323		MC076
STONHM	073	27201	324		MC075
STONHM	073	27202	324		MC075
STONHM	073	27301	324		MC075
STONHM	073	27302	324		MC075
WOBURN	086	27303	329		MC086
READNG	069	27304	325		MC081
WAKEFD	078	27401	319		MC079
WAKEFD	078	27402	319		MC079
READNG	069	27403	325		MC081
WOBURN	086	27404	331		MC084
WILMTN	084	27405	420		MC083
WAKEFD	078	27501	321		MC078
READNG	069	27502	325		MC081
READNG	069	27503	325		MC081
WILMTN	084	27504	420		MC083
WAKEFD	078	27601	321		MC078
LYNFLD	016	27602	322		EC018
WAKEFD	078	27701	321		MC078
WAKEFD	078	27702	319		MC079
WAKEFD	078	27801	318		MC080
WAKEFD	078	27802	319		MC079
WAKEFD	078	27803	320		MC077
WAKEFD	078	27804	319		MC079
WAKEFD	078	27900	320		MC077
LYNFLD	016	28001	322		EC018
LYNFLD	016	28002	322		EC018
LYNFLD	016	28003	322		EC018
WAKEFD	078	28004	320		MC077
WAKEFD	078	28005	321		MC078
LYNFLD	016	28100	322		EC018
LYNFLD	016	28200	322		EC018
SAUGUS	031	28301	313	1801	EC020
SAUGUS	031	28302	313	1803	EC020
SAUGUS	031	28303	313	1802	EC020
SAUGUS	031	28304	313	1803	EC020
SAUGUS	031	28305	313	1802	EC020
SAUGUS	031	28306	313	1805	EC020
SAUGUS	031	28401	312	1805	EC021
SAUGUS	031	28402	313	1805	EC020
SAUGUS	031	28403	313	1802	EC020
SAUGUS	031	28404	313	1803	EC020
SAUGUS	031	28501	310	1801	EC019
SAUGUS	031	28502	310	1803	EC019
SAUGUS	031	28503	310	1803	EC019
SAUGUS	031	28504	312	1805	EC021
SAUGUS	031	28505	312	1803	EC021
SAUGUS	031	28601	312	1805	EC021
SAUGUS	031	28602	312	1804	EC021
SAUGUS	031	28603	311	1804	EC022
LYNN	015	28604	291	1006	EC027
SAUGUS	031	28700	311	1804	EC022
LYNN	015	28801	276	1006	EC039
LYNN	015	28802	277	1006	EC041
LYNN	015	28803	287	1006	EC042
LYNN	015	28804	287	1005	EC042
LYNN	015	28901	285	1005	EC032
LYNN	015	28902	289	1005	EC031
LYNN	015	28903	286	1005	EC030
LYNN	015	28904	286	1006	EC030
LYNN	015	28905	287	1006	EC042
LYNN	015	28906	287	1006	EC042
LYNN	015	28907	287	1005	EC042
LYNN	015	28908	277	1005	EC041
LYNN	015	28909	277	1004	EC041
LYNN	015	29001	295	1001	EC026
LYNN	015	29002	292	1004	EC025
LYNN	015	29003	289	1005	EC031
LYNN	015	29004	292	1005	EC025
LYNN	015	29005	290	1005	EC028
LYNN	015	29006	290	1004	EC028
LYNN	015	29007	291	1004	EC027
LYNN	015	29101	290	1005	EC028
LYNN	015	29102	289	1005	EC031
LYNN	015	29103	288	1005	EC029
LYNN	015	29104	288	1006	EC029
LYNN	015	29105	291	1006	EC027
LYNN	015	29106	291	1005	EC027
LYNN	015	29107	291	1001	EC027
LYNN	015	29108	291	1001	EC027
LYNN	015	29109	291	1006	EC027
LYNN	015	29201	291	1004	EC027
LYNN	015	29202	295	1001	EC026
LYNN	015	29203	291	1001	EC027
LYNN	015	29300	295	1001	EC026
LYNN	015	29401	295	1001	EC026
LYNN	015	29402	295	1002	EC026
LYNN	015	29403	294	1002	EC023
LYNN	015	29404	293	1002	EC024
LYNN	015	29405	293	1004	EC024
LYNN	015	29406	292	1004	EC025
LYNN	015	29501	294	1002	EC023
LYNN	015	29502	293	1002	EC024
LYNN	015	29503	293	1004	EC024
LYNN	015	29504	292	1004	EC025
LYNN	015	29505	285	1004	EC032
LYNN	015	29506	284	1004	EC033
LYNN	015	29507	278	1004	EC040
LYNN	015	29508	283	1004	EC034
LYNN	015	29509	283	1002	EC034
LYNN	015	29510	282	1002	EC035
LYNN	015	29511	281	1002	EC036
LYNN	015	29512	281	1004	EC036
LYNN	015	29601	285	1004	EC032
LYNN	015	29602	277	1004	EC041
LYNN	015	29603	278	1004	EC040
LYNN	015	29604	276	1004	EC039
LYNN	015	29605	276	1006	EC039
LYNN	015	29701	276	1006	EC039
LYNN	015	29702	276	1004	EC039
LYNN	015	29703	276	1003	EC039
LYNN	015	29704	279	1003	EC038
LYNN	015	29705	280	1003	EC037
NAHANT	022	29800	275		EC052
SWMSCT	032	29900	296		EC051
SWMSCT	032	30000	296		EC051
MARBHD	018	30100	297		EC050
MARBHD	018	30200	297		EC050

TABLE A (continued)

TOWN NAME	BOSTON REGIONAL PLANNING PROJECT TOWN CODE	SUBZONE	CENSUS TRACT	1948 ZONE	CENSUS TRACT
SALEM	029	30301	298		EC049
SALEM	029	30302	299		EC045
SALEM	029	30303	300		EC044
SALEM	029	30400	304		EC048
SALEM	029	30501	304		EC048
SALEM	029	30502	303		EC047
SALEM	029	30503	302		EC046
SALEM	029	30504	299		EC045
SALEM	029	30505	304		EC048
SALEM	029	30601	299		EC045
SALEM	029	30602	302		EC046
SALEM	029	30603	300		EC044
SALEM	029	30701	300		EC044
SALEM	029	30702	301		EC043
SALEM	029	30703	302		EC046
SALEM	029	30800	303		EC047
PEABDY	026	30901	309		EC016
PEABDY	026	30902	307		EC013
PEABDY	026	30903	306		EC014
PEABDY	026	30904	305		EC015
PEABDY	026	30905	308		EC017
PEABDY	026	31001	308		EC017
PEABDY	026	31002	309		EC016
PEABDY	026	31101	309		EC016
PEABDY	026	31102	309		EC016
LYNFLD	016	31103	322		EC018
PEABDY	026	31200	309		EC016
DANVRS	006	31301	416		EC010
DANVRS	006	31302	417		EC011
DANVRS	006	31303	416		EC010
DANVRS	006	31400	416		EC010
DANVRS	006	31500	416		EC010
DANVRS	006	31600	416		EC010
DANVRS	006	31700	416		EC010
BEVRLY	004	31800	405		EC006
BEVRLY	004	31901	408		EC005
BEVRLY	004	31902	406		EC007
BEVRLY	004	31903	408		EC005
BEVRLY	004	32001	406		EC007
BEVRLY	004	32002	406		EC007
BEVRLY	004	32003	404		EC009
BEVRLY	004	32004	407		EC008
BEVRLY	004	32101	409		EC004
WENHAM	034	32102	415		EC003
BEVRLY	004	32201	409		EC004
BEVRLY	004	32202	408		EC005
BEVRLY	004	32301	406		EC007
BEVRLY	004	32302	408		EC005
DANVRS	006	32303	416		EC010
WENHAM	034	32400	415		EC003
MANCTR	017	32501	410		EC001
ESSEX	007	32502	413		UNTCD
GLOSTR	009	32601	411		UNTCD
GLOSTR	009	32602	411		UNTCD
GLOSTR	009	32700	411		UNTCD
GLOSTR	009	32800	411		UNTCD
GLOSTR	009	32900	411		UNTCD
GLOSTR	009	33000	411		UNTCD
ROCKPT	027	33100	412		UNTCD
ESSEX	007	33201	413		UNTCD
MANCTR	017	33202	410		EC001
HAMLTN	011	33300	414		EC002
IPSWCH	013	33400	469		UNTCD
IPSWCH	013	33500	469		UNTCD
IPSWCH	013	33600	469		UNTCD
IPSWCH	013	33700	469		UNTCD
MIDLTN	021	33801	418		EC012
BOXFRD	005	33802	472		UNTCD
TOPSFD	033	33803	471		EC053
BOXFRD	005	33900	472		UNTCD
BOXFRD	005	34000	472		UNTCD
BOXFRD	005	34100	472		UNTCD
GEOGTN	008	34201	473		UNTCD
BOXFRD	005	34202	472		UNTCD
GEOGTN	008	34300	473		UNTCD
ROWLEY	028	34400	470		UNTCD
ROWLEY	028	34500	470		UNTCD
NEWB	023	34600	576		UNTCD
NEWB	023	34700	576		UNTCD
NEWB	023	34800	576		UNTCD
GROVLD	010	34900	474		UNTCD
W NBRY	035	35000	580		UNTCD
NEWBPT	024	35100	577		UNTCD
W NBRY	035	35201	580		UNTCD
NEWBPT	024	35202	577		UNTCD
NEWBPT	024	35301	577		UNTCD
NEWBPT	024	35302	577		UNTCD
NEWBPT	024	35401	577		UNTCD
NEWB	023	35402	576		UNTCD
ROWLEY	028	35403	470		UNTCD
IPSWCH	013	35404	469		UNTCD
SALSBY	030	35501	578		UNTCD
AMESBY	002	35502	579		UNTCD
SALSBY	030	35600	578		UNTCD
AMESBY	002	35701	579		UNTCD
AMESBY	002	35702	579		UNTCD
AMESBY	002	35703	579		UNTCD
AMESBY	002	35801	579		UNTCD
SALSBY	030	35802	578		UNTCD
AMESBY	002	35900	579		UNTCD
MERIMC	019	36000	581		UNTCD
MERIMC	019	36100	581		UNTCD
HAVRHL	012	36200	477		UNTCD
HAVRHL	012	36300	477		UNTCD
HAVRHL	012	36400	477		UNTCD
HAVRHL	012	36500	477		UNTCD
HAVRHL	012	36600	477		UNTCD
HAVRHL	012	36700	477		UNTCD
HAVRHL	012	36800	477		UNTCD
HAVRHL	012	36900	477		UNTCD
METHUN	020	37000	483		M0024
METHUN	020	37100	483		M0024
METHUN	020	37201	483		M0024
METHUN	020	37202	482		M0023
METHUN	020	37203	483		M0024
METHUN	020	37301	481		M0022
METHUN	020	37302	480		M0021
METHUN	020	37303	483		M0024
METHUN	020	37401	480		M0021
METHUN	020	37402	479		M0020
METHUN	020	37403	478		M0019
METHUN	020	37501	479		M0020
METHUN	020	37502	478		M0019
LAWRNC	014	37601	497		C0014
LAWRNC	014	37602	485		C0002
LAWRNC	014	37603	486		C0003
LAWRNC	014	37604	496		C0013
LAWRNC	014	37605	484		C0001
LAWRNC	014	37701	486		C0003
LAWRNC	014	37702	494		C0011
LAWRNC	014	37703	487		C0004
LAWRNC	014	37704	488		C0005
LAWRNC	014	37705	490		C0007
LAWRNC	014	37706	489		C0006
LAWRNC	014	37801	486		C0003
LAWRNC	014	37802	496		C0013
LAWRNC	014	37803	484		C0001
LAWRNC	014	37804	484		C0001
LAWRNC	014	37805	484		C0001
LAWRNC	014	37806	484		C0001
LAWRNC	014	37807	484		C0001
LAWRNC	014	37808	495		C0012
LAWRNC	014	37809	494		C0011
LAWRNC	014	37810	493		C0010
LAWRNC	014	37811	493		C0010
LAWRNC	014	37812	492		C0009
LAWRNC	014	37901	498		C0015
LAWRNC	014	37902	501		C0018
ANDOVR	003	37903	505		A0030
ANDOVR	003	37904	502		A0027
LAWRNC	014	38001	499		C0016
N-ANDV	025	38002	475		N0025
LAWRNC	014	38003	500		C0017
LAWRNC	014	38004	500		C0017
LAWRNC	014	38005	499		C0016
LAWRNC	014	38101	489		C0006
LAWRNC	014	38102	490		C0007
LAWRNC	014	38103	491		C0008
LAWRNC	014	38104	491		C0008
N-ANDV	025	38201	476		N0026
N-ANDV	025	38202	476		N0026
N-ANDV	025	38203	475		N0025
N-ANDV	025	38204	476		N0026
N-ANDV	025	38301	476		N0026
N-ANDV	025	38302	476		N0026
N-ANDV	025	38400	476		N0026
MIDLTN	021	38501	418		EC012
TOPSFD	033	38502	471		EC053
N-RDNG	067	38601	419		M0082
N-RDNG	067	38602	419		M0082
N-RDNG	067	38701	419		M0082
N-RDNG	067	38702	419		M0082
ANDOVR	003	38800	504		A0029
ANDOVR	003	38901	504		A0029
ANDOVR	003	38902	504		A0029
TEWKSB	076	38903	509		C0036
ANDOVR	003	39001	502		A0027
ANDOVR	003	39002	502		A0027
ANDOVR	003	39003	503		A0028
ANDOVR	003	39004	502		A0027
ANDOVR	003	39101	505		A0030
TEWKSB	076	39102	509		C0036
ANDOVR	003	39200	505		A0030
ANDOVR	003	39301	505		A0030
ANDOVR	003	39302	505		A0030
DRACUT	049	39401	513		C0029
DRACUT	049	39402	513		C0029
DRACUT	049	39501	513		C0029
DRACUT	049	39502	513		C0029
DRACUT	049	39601	512		C0028
DRACUT	049	39602	511		C0027
LOWELL	059	39701	515		C0002
LOWELL	059	39702	516		C0003
LOWELL	059	39703	517		C0004
LOWELL	059	39801	514		C0001
LOWELL	059	39802	522		C0009
LOWELL	059	39803	523		C0010
LOWELL	059	39804	524		C0011
LOWELL	059	39901	521		C0008
LOWELL	059	39902	522		C0009
LOWELL	059	39903	523		C0010
LOWELL	059	39904	520		C0007
LOWELL	059	39905	524		C0011
LOWELL	059	39906	514		C0001
LOWELL	059	40001	518		C0005
LOWELL	059	40002	519		C0006
LOWELL	059	40100	519		C0006
LOWELL	059	40201	527		C0014
LOWELL	059	40202	529		C0016
LOWELL	059	40301	520		C0007
LOWELL	059	40302	526		C0013
LOWELL	059	40303	525		C0012
LOWELL	059	40304	514		C0001
LOWELL	059	40305	531		C0018
LOWELL	059	40306	530		C0017
LOWELL	059	40307	528		C0015
LOWELL	059	40401	528		C0015
LOWELL	059	40402	529		C0016
CHLMFD	047	40403	541		C0032
CHLMFD	047	40404	540		C0031
LOWELL	059	40501	534		C0021
LOWELL	059	40502	533		C0020

TABLE A (continued)

TOWN NAME	BOSTON REGIONAL PLANNING PROJECT TOWN CODE	SUBZONE	CENSUS TRACT	1948 ZONE	CENSUS TRACT
LOWELL	059	40503	531		C0018
LOWELL	059	40504	530		C0017
LOWELL	059	40505	529		C0016
CHLMFD	047	40506	541		C0032
LOWELL	059	40507	535		C0022
LOWELL	059	40601	514		C0001
LOWELL	059	40602	532		C0019
LOWELL	059	40603	533		C0020
LOWELL	059	40604	533		C0020
LOWELL	059	40605	534		C0021
LOWELL	059	40701	514		C0001
LOWELL	059	40702	537		C0024
LOWELL	059	40703	538		C0025
LOWELL	059	40800	536		C0023
LOWELL	059	40900	538		C0025
TEWKSB	076	41001	506		C0033
TEWKSB	076	41002	507		C0034
TEWKSB	076	41101	507		C0034
TEWKSB	076	41102	509		C0 36
TEWKSB	076	41103	509		C0036
TEWKSB	076	41104	507		C0034
TEWKSB	076	41105	506		C0033
LOWELL	059	41106	536		C0023
BILRCA	042	41107	421		C0038
ANDOVR	003	41201	504		A0029
TEWKSB	076	41202	509		C0036
TEWKSB	076	41203	509		C0036
TEWKSB	076	41204	508		C0035
TEWKSB	076	41205	510		C0037
WILMTN	084	41301	420		MC083
WILMTN	084	41302	420		MC083
WILMTN	084	41401	420		MC083
WILMTN	084	41402	420		MC083
BILRCA	042	41501	423		C0040
BILRCA	042	41502	425		C0042
BEDFRD	040	41503	426		MC132
BILRCA	042	41601	423		C0040
BILRCA	042	41602	424		C0041
BILRCA	042	41701	421		C0038
BILRCA	042	41702	422		C0039
BILRCA	042	41801	422		C0039
BILRCA	042	41802	424		C0041
BEDFRD	040	41900	426		MC132
BEDFRD	040	42000	426		MC132
BEDFRD	040	42100	426		MC132
CARLIL	046	42200	427		UNTCD
CHLMFD	047	42301	540		C0031
CHLMFD	047	42302	541		C0032
CHLMFD	047	42303	540		C0031
LOWELL	059	42401	529		C0016
CHLMFD	047	42402	541		C0032
LOWELL	059	42403	535		C0022
LOWELL	059	42501	529		C0016
CHLMFD	047	42502	541		C0032
CHLMFD	047	42503	540		C0031
CHLMFD	047	42504	541		C0032
CHLMFD	047	42505	539		C0030
CHLMFD	047	42601	540		C0031
CHLMFD	047	42602	539		C0030
WESFRD	082	42603	543		UNTCD
TYNGSB	077	42700	542		C0026
TYNGSB	077	42800	542		C0026
DUNSBL	050	42901	582		UNTCD
TYNGSB	077	42902	542		C0026
PEPREL	068	43000	583		UNTCD
GROTON	053	43100	584		UNTCD
GROTON	053	43200	584		UNTCD
WESFRD	082	43300	543		UNTCD
WESFRD	082	43400	543		UNTCD
WESFRD	082	43500	543		UNTCD
LITLTN	058	43600	544		UNTCD
LITLTN	058	43700	544		UNTCD
AYER	039	43800	545		UNTCD
AYER	039	43900	545		UNTCD
AYER	039	44000	545		UNTCD
SHIRLY	071	44100	585		UNTCD
SHIRLY	071	44201	585		UNTCD
HARVRD	141	44202	546		UNTCD
LANCTR	143	44203	586		UNTCD
LANCTR	143	44300	586		UNTCD
HARVRD	141	44400	546		UNTCD
HARVRD	141	44500	546		UNTCD
HARVRD	141	44601	546		UNTCD
LITLTN	058	44602	544		UNTCD
BOXBRO	043	44603	547		UNTCD
BOXBRO	043	44701	547		UNTCD
LITLTN	058	44702	544		UNTCD
ACTON	036	44800	429		MC135
ACTON	036	44900	429		MC135
CONCRD	048	45000	428		MC134
CONCRD	048	45100	428		MC134
CONCRD	048	45200	428		MC134
CONCRD	048	45300	428		MC134
LINCLN	057	45400	337		MC133
LINCLN	057	45500	337		MC133
WAYLND	081	45600	432		MC138
WAYLND	081	45701	432		MC138
NATICK	065	45702	439		MC145
NATICK	065	45703	439		MC145
NATICK	065	45704	438		MC146
NATICK	065	45705	438		MC146
SUDBRY	075	45801	431		MC139
SUDBRY	075	45802	431		MC139
SUDBRY	075	45900	431		MC139
SUDBRY	075	46000	431		MC139
STOW	074	46100	548		UNTCD
MAYNRD	062	46200	430		MC136
STOW	074	46300	548		UNTCD
BERLIN	137	46401	588		BE065
BOLTON	139	46402	549		UNTCD

TOWN NAME	BOSTON REGIONAL PLANNING PROJECT TOWN CODE	SUBZONE	CENSUS TRACT	1948 ZONE	CENSUS TRACT
HARVRD	141	46403	546		UNTCD
BOLTON	139	46500	549		UNTCD
CLINTN	140	46600	587		UNTCD
BERLIN	137	46700	588		BE065
BERLIN	137	46801	588		BE065
HUDSON	098	46802	550		UNTCD
HUDSON	098	46803	550		UNTCD
HUDSON	098	46901	550		UNTCD
HUDSON	098	46902	550		UNTCD
MARLBO	061	47000	551		UNTCD
MARLBO	061	47100	551		UNTCD
MARLBO	061	47201	551		UNTCD
HUDSON	098	47202	550		UNTCD
NORBRO	147	47300	589		NO047
WESBRO	152	47401	599		GH051
WESBRO	152	47402	592		WE050
WESBRO	152	47403	599		GH051
NORBRO	147	47404	589		NO047
UPTON	150	47405	593		UP064
SOUTHB	149	47501	552		UNTCD
WESBRO	152	47502	591		WE049
WESBRO	152	47503	591		WE049
SOUTHB	149	47504	552		UNTCD
HOPKTN	055	47505	554		UNTCD
WESBRO	152	47506	591		WE049
SOUTHB	149	47600	552		UNTCD
SOUTHB	149	47701	552		UNTCD
WESBRO	152	47702	591		WE049
SOUTHB	149	47801	552		UNTCD
WESBRO	152	47802	591		WE049
ASHLND	038	47900	553		MC149
ASHLND	038	48000	553		MC149
FRAMHM	052	48101	437		MC144
FRAMHM	052	48102	437		MC144
FRAMHM	052	48201	436		MC143
FRAMHM	052	48202	436		MC143
FRAMHM	052	48203	435		MC142
FRAMHM	052	48204	435		MC142
FRAMHM	052	48205	436		MC143
FRAMHM	052	48301	435		MC142
FRAMHM	052	48302	436		MC143
FRAMHM	052	48303	434		MC141
FRAMHM	052	48401	434		MC141
FRAMHM	052	48402	435		MC142
FRAMHM	052	48403	434		MC141
FRAMHM	052	48501	434		MC141
FRAMHM	052	48502	435		MC142
ASHLND	038	48503	553		MC149
FRAMHM	052	48601	434		MC141
FRAMHM	052	48602	433		MC140
FRAMHM	052	48603	435		MC142
FRAMHM	052	48701	433		MC140
FRAMHM	052	48702	435		MC142
FRAMHM	052	48703	435		MC142
FRAMHM	052	48704	434		MC141
NATICK	065	48800	438		MC146
WAYLND	081	48901	432		MC138
NATICK	065	48902	438		MC146
NATICK	065	48903	439		MC145
WAYLND	081	48904	432		MC138
NATICK	065	49000	438		MC146
NATICK	065	49101	438		MC146
NATICK	065	49102	439		MC145
NATICK	065	49201	438		MC146
NATICK	065	49202	439		MC145
NATICK	065	49203	440		MC147
NATICK	065	49301	438		MC146
NATICK	065	49302	440		MC147
SHERBN	070	49400	442		MC148
HOLSTN	054	49501	555		UNTCD
HOLSTN	054	49502	555		UNTCD
HOLSTN	054	49503	555		UNTCD
HOPKTN	055	49601	554		UNTCD
MILFRD	145	49602	552		UNTCD
HOPKTN	055	49700	554		UNTCD
UPTON	150	49801	593		UP064
WESBRO	152	49802	592		WE050
WESBRO	152	49803	592		WE050
UPTON	150	49900	593		UP064
NORBRG	147	50000	594		NR063
NORBRG	147	50100	594		NR063
UXBRDG	151	50200	595		UNTCD
UXBRDG	151	50300	595		UNTCD
MILLVL	146	50400	597		C0620
BLKSTN	138	50500	598		C0619
MENDON	144	50600	596		UNTCD
HOPEDL	142	50700	558		UNTCD
MILFRD	145	50800	557		UNTCD
MILFRD	145	50901	557		UNTCD
MEDWAY	100	50902	556		UNTCD
MILFRD	145	51000	557		UNTCD
MEDWAY	100	51101	556		UNTCD
MEDWAY	100	51102	556		UNTCD
BELGHM	088	51200	559		C0618
BELGHM	088	51300	559		C0618
BELGHM	088	51400	559		C0618
FRNKLN	096	51501	561		C0617
FRNKLN	096	51502	560		C0616
FRNKLN	096	51600	560		C0616
FRNKLN	096	51701	560		C0616
FRNKLN	096	51702	561		C0617
WRENTM	115	51800	563		C0615
WRENTM	115	51901	562		C0614
WRENTM	115	51902	563		C0615
PLAINV	106	51903	564		C0613
PLAINV	106	52001	564		C0613
FOXBRO	095	52002	565		UNTCD
FOXBRO	095	52101	565		UNTCD
SHARON	109	52102	447		NC064
WALPOL	111	52103	446		NC029
FOXBRO	095	52200	565		UNTCD

TABLE A (continued)

TOWN	BOSTON REGIONAL PLANNING PROJECT			1948	CENSUS
NAME	TOWN CODE	SUBZONE	CENSUS TRACT	ZONE	TRACT
SHARON	109	52300	447		NC064
SHARON	109	52401	447		NC064
WALPOL	111	52402	446		NC029
NORWOD	105	52403	372		NC031
WALPOL	111	52501	446		NC029
SHARON	109	52502	447		NC064
WALPOL	111	52600	446		NC029
FOXBRO	095	52701	565		UNTCD
WALPOL	111	52702	446		NC029
SHARON	109	52703	447		NC064
NORFLK	104	52800	445		NC066
MILLIS	101	52900	444		NC028
MEDFLD	099	53000	443		NC027
DOVER	094	53100	441		NC026
DEDHAM	093	53201	367	0801	NC023
DEDHAM	093	53202	367	0803	NC023
DEDHAM	093	53203	367	0802	NC023
DEDHAM	093	53204	367	0802	NC023
DEDHAM	093	53300	366	0801	NC022
DEDHAM	093	53400	366	0802	NC022
DEDHAM	093	53501	368	0802	NC024
DEDHAM	093	53502	368	0803	NC024
WESTWD	113	53503	369		NC025
WESTWD	113	53601	369		NC025
DEDHAM	093	53602	368	0804	NC024
CANTON	091	53603	373		NC033
CANTON	091	53701	373	0804	NC033
WESTWD	113	53702	369		NC025
DEDHAM	093	53703	368	0803	NC024
DEDHAM	093	53704	367	0803	NC023
WESTWD	113	53801	369		NC025
DEDHAM	093	53802	367	0801	NC023
DEDHAM	093	53803	367	0803	NC023
NORWOD	105	53901	371		NC032
NORWOD	105	53902	372		NC031
NORWOD	105	53903	370		NC030
NORWOD	105	54000	370		NC030
SHARON	109	54101	447		NC064
NORWOD	105	54102	372		NC031
NORWOD	105	54103	370		NC030
NORWOD	105	54201	370		NC030
CANTON	091	54202	373		NC033
CANTON	091	54301	373		NC033
NORWOD	105	54302	370		NC030
NORWOD	105	54303	370		NC030
NORWOD	105	54304	372		NC031
CANTON	091	54400	373		NC033
CANTON	091	54500	373		NC033
MILTON	102	54601	374	1402	NC037
MILTON	102	54602	374	1403	NC037
RANDLP	108	54603	390		NC059
MILTON	102	54701	374	1401	NC037
HYD-PK	159	54702	155	0339	Z-001
MILTON	102	54801	375	1401	NC036
MILTON	102	54802	376	1401	NC035
MILTON	102	54803	374	1401	NC037
MILTON	102	54804	374	1403	NC037
MILTON	102	54901	376	1401	NC035
MILTON	102	54902	376	1402	NC035
MILTON	102	54903	377	1402	NC034
MILTON	102	54904	374	1402	NC037
MILTON	102	54905	377		NC037
MILTON	102	55000	377	1402	NC034
QUINCY	107	55101	389	1601	NC044
QUINCY	107	55102	389	1602	NC044
QUINCY	107	55103	383	1603	NC043
QUINCY	107	55104	388	1603	NC045
QUINCY	107	55105	386	1602	NC045
QUINCY	107	55201	389	1601	NC044
QUINCY	107	55202	387	1601	NC049
BRNTRE	089	55203	393	0401	NC056
QUINCY	107	55301	389	1601	NC044
QUINCY	107	55302	389	1602	NC044
QUINCY	107	55303	388	1602	NC045
QUINCY	107	55304	387	1602	NC049
QUINCY	107	55305	387	1601	NC049
BRNTRE	089	55306	393	0401	NC056
QUINCY	107	55401	386	1609	NC048
QUINCY	107	55402	387	1609	NC049
QUINCY	107	55403	387	1602	NC049
QUINCY	107	55404	384	1602	NC046
QUINCY	107	55405	388	1602	NC045
QUINCY	107	55406	384	1607	NC046
QUINCY	107	55407	384	1609	NC046
QUINCY	107	55501	384	1607	NC046
QUINCY	107	55502	384	1606	NC046
QUINCY	107	55503	382	1606	NC042
QUINCY	107	55504	382	1603	NC042
QUINCY	107	55505	381	1603	NC041
QUINCY	107	55601	383	1603	NC043
QUINCY	107	55602	378	1603	NC040
QUINCY	107	55701	381	1603	NC041
QUINCY	107	55702	376	1603	NC040
QUINCY	107	55703	378	1604	NC040
QUINCY	107	55704	379	1604	NC039
QUINCY	107	55705	381	1604	NC041
QUINCY	107	55706	381	1605	NC041
QUINCY	107	55707	378		NC040
QUINCY	107	55801	379	1604	NC039
QUINCY	107	55802	380	1604	NC038
QUINCY	107	55803	380	1604	NC038
QUINCY	107	55901	380	1605	NC038
QUINCY	107	55902	381	1605	NC041
QUINCY	107	55903	382	1605	NC042
QUINCY	107	56001	382	1605	NC042
QUINCY	107	56002	382	1606	NC042
QUINCY	107	56101	385	1608	NC047
QUINCY	107	56102	385	1608	NC047
QUINCY	107	56103	384		NC046
QUINCY	107	56104	384	1607	NC046
QUINCY	107	56105	384	1606	NC046

TOWN	BOSTON REGIONAL PLANNING PROJECT			1948	CENSUS
NAME	TOWN CODE	SUBZONE	CENSUS TRACT	ZONE	TRACT
QUINCY	107	56106	382	1606	NC042
QUINCY	107	56201	385	1608	NC047
QUINCY	107	56202	384	1608	NC046
QUINCY	107	56300	386	1609	NC048
QUINCY	107	56401	386	1609	NC048
QUINCY	107	56402	387	1609	NC049
QUINCY	107	56500	387	1609	NC049
BRNTRE	089	56601	394	0402	NC055
BRNTRE	089	56602	394	0402	NC055
BRNTRE	089	56603	394	0403	NC055
BRNTRE	089	56604	392	0403	NC057
BRNTRE	089	56701	393	0401	NC056
BRNTRE	089	56702	393	0402	NC056
BRNTRE	089	56703	393	0401	NC056
BRNTRE	089	56801	393	0402	NC056
BRNTRE	089	56802	393	0401	NC056
BRNTRE	089	56803	393	0401	NC056
BRNTRE	089	56804	393	0405	NC056
BRNTRE	089	56805	393	0405	NC056
BRNTRE	089	56901	392	0403	NC057
BRNTRE	089	56902	392	0401	NC057
BRNTRE	089	56903	392	0405	NC057
BRNTRE	089	57001	392	0403	NC057
BRNTRE	089	57002	392	0403	NC057
BRNTRE	089	57003	392	0404	NC057
BRNTRE	089	57004	392	0404	NC057
BRNTRE	089	57005	392	0405	NC057
QUINCY	107	57101	389	1601	NC044
RANDLP	108	57102	390		NC059
QUINCY	107	57103	389	1601	NC044
MILTON	102	57201	374	1403	NC037
RANDLP	108	57202	390		NC059
RANDLP	108	57203	391		NC060
RANDLP	108	57301	391		NC060
CANTON	091	57302	373		NC033
STOUTN	110	57303	449		NC062
HOLBRK	097	57401	462		NC058
HOLBRK	097	57402	462		NC058
AVON	087	57501	450		NC061
AVON	087	57502	450		NC061
AVON	087	57503	450		NC061
STOUTN	110	57601	448		NC063
STOUTN	110	57602	449		NC062
AVON	087	57603	450		NC061
AVON	087	57604	450		NC061
AVON	087	57605	450		NC061
STOUTN	110	57606	449		NC062
STOUTN	110	57701	448		NC063
STOUTN	110	57702	448		NC063
EASTON	001	57800	566		BC001
EASTON	001	57900	566		BC001
W-BWTR	131	58000	567		PC015
W-BWTR	131	58100	567		PC015
BROCTN	118	58201	454		PC013
BROCTN	118	58202	453		PC014
BROCTN	118	58203	452		PC007
BROCTN	118	58204	455		PC012
BROCTN	118	58205	456		PC008
BROCTN	118	58301	453		PC014
BROCTN	118	58302	452		PC007
BROCTN	118	58303	456		PC008
BROCTN	118	58401	453		PC014
BROCTN	118	58402	452		PC007
BROCTN	118	58403	451		PC006
BROCTN	118	58501	451		PC006
BROCTN	116	58502	457		PC005
BROCTN	118	58503	456		PC008
BROCTN	118	58504	452		PC007
BROCTN	118	58601	457		PC005
BROCTN	118	58602	458		PC009
BROCTN	118	58603	458		PC009
BROCTN	118	58604	459		PC011
BROCTN	118	58605	455		PC012
BROCTN	118	58606	458		PC009
BROCTN	118	58607	458		PC009
BROCTN	118	58701	459		PC011
BROCTN	118	58702	460		PC010
BROCTN	118	58800	460		PC010
BROCTN	118	58901	460		PC010
BROCTN	118	58902	458		PC009
BROCTN	118	58903	461		PC004
ABNGTN	116	59000	463		PC020
ABNGTN	116	59100	463		PC020
ABNGTN	116	59200	463		PC020
WEYMTH	114	59300	399	2202	NC054
WEYMTH	114	59401	399	2201	NC054
WEYMTH	114	59402	398	2202	NC053
WEYMTH	114	59501	398	2202	NC053
WEYMTH	114	59502	396	2202	NC052
WEYMTH	114	59503	396	2202	NC052
WEYMTH	114	59504	398	2202	NC053
WEYMTH	114	59601	398	2202	NC053
WEYMTH	114	59602	396	2202	NC052
WEYMTH	114	59603	395	2202	NC050
WEYMTH	114	59604	395	2202	NC050
WEYMTH	114	59605	397	2202	NC051
WEYMTH	114	59606	396	2202	NC052
WEYMTH	114	59607	398	2202	NC053
WEYMTH	114	59701	395	2202	NC050
WEYMTH	114	59702	395	2202	NC050
WEYMTH	114	59801	395	2202	NC050
WEYMTH	114	59802	397	2202	NC051
WEYMTH	114	59803	398	2202	NC053
WEYMTH	114	59901	398	2202	NC053
WEYMTH	114	59902	399	2201	NC054
HINGHM	124	59903	400		PC003
ROCKLD	129	60001	465		PC021
NORWEL	127	60002	467		PC022
ROCKLD	129	60100	465		PC021
WHITMN	132	60200	464		PC019
E-BWTR	120	60300	570		PC018

TABLE A (continued)

TOWN NAME	BOSTON REGIONAL PLANNING PROJECT TOWN CODE	SUBZONE	CENSUS TRACT	1948 ZONE	CENSUS TRACT
BRGWTR	117	60400	568		PC016
BRGWTR	117	60501	568		PC016
E-BWTR	120	60502	570		PC018
HALIFX	121	60600	572		UNTCD
HANSON	123	60700	571		PC028
PEMBRK	128	60800	573		PC026
PEMBRK	128	60901	573		PC026
MARSFD	126	60902	574		PC024
NORWEL	127	61001	467		PC022
HANOVR	122	61002	466		PC027
HANOVR	122	61100	466		PC027
NORWEL	127	61201	467		PC022
ROCKLD	129	61202	465		PC021
NORWEL	127	61301	467		PC022
HANOVR	122	61302	466		PC027
NORWEL	127	61401	467		PC022
HINGHM	124	61402	400		PC003
COHAST	092	61403	403		NC065
HINGHM	124	61501	400		PC003
HINGHM	124	61502	400		PC003

TOWN NAME	BOSTON REGIONAL PLANNING PROJECT TOWN CODE	SUBZONE	CENSUS TRACT	1948 ZONE	CENSUS TRACT
HINGHM	124	61600	401		PC002
HINGHM	124	61701	400		PC003
HINGHM	124	61702	401		PC002
HINGHM	124	61801	401		PC002
HINGHM	124	61802	401		PC002
HULL	125	61901	402		PC001
HULL	125	61902	402		PC001
COHAST	092	62000	403		NC065
SCITUT	130	62100	468		PC023
SCITUT	130	62200	468		PC023
MARSFD	126	62301	574		PC024
PEMBRK	128	62302	573		PC026
PEMBRK	128	62303	573		PC026
MARSFD	126	62401	574		PC024
PEMBRK	128	62402	573		PC026
SCITUT	130	62403	468		PC023
DUXBRY	119	62500	575		PC025
DUXBRY	119	62600	575		PC025
BLKSTN	138	83262	598		00619
BELGHM	088	83270	559		00618

TABLE A-A

TRAFFIC ZONES BY TOWNS

TOWN NAME	TRAFFIC ZONE	TOWN NAME	TRAFFIC ZONE	TOWN NAME	TRAFFIC ZONE	TOWN NAME	TRAFFIC ZONE	TOWN NAME	TRAFFIC ZONE	TOWN NAME	TRAFFIC ZONE	TOWN NAME	TRAFFIC ZONE	TOWN NAME	TRAFFIC ZONE
E-BSTN	001	MATAPN	080	WELSLY	159	EVERET	237	DANVRS	314	ANDOVR	392	MARLBO	470	MILTON	548
E-BSTN	002	HYD-PK	081	WELSLY	160	EVERET	238	DANVRS	315	ANDOVR	393	MARLBO	471	MILTON	549
E-BSTN	003	HYD-PK	082	WELSLY	161	EVERET	239	DANVRS	316	DRACUT	394	MARLBO	472	MILTON	550
E-BSTN	004	HYD-PK	083	WESTON	162	EVERET	240	DANVRS	317	DRACUT	395	NORBRO	473	QUINCY	551
E-BSTN	005	HYD-PK	084	WESTON	163	EVERET	241	BEVRLY	318	DRACUT	396	WESBRO	474	QUINCY	552
E-BSTN	006	HYD-PK	085	WESTON	164	EVERET	242	BEVRLY	319	LOWELL	397	WESBRO	475	QUINCY	553
CHASTN	007	HYD-PK	086	WALTHM	165	CHLSEA	243	BEVRLY	320	LOWELL	398	SOUTHB	476	QUINCY	554
CHASTN	008	HYD-PK	087	WALTHM	166	CHLSEA	244	BEVRLY	321	LOWELL	399	SOUTHB	477	QUINCY	555
CHASTN	009	HYD-PK	088	WALTHM	167	CHLSEA	245	BEVRLY	322	LOWELL	400	SOUTHB	478	QUINCY	556
CHASTN	010	RSLNDL	089	WALTHM	168	CHLSEA	246	BEVRLY	323	LOWELL	401	ASHLND	479	QUINCY	557
CHASTN	011	RSLNDL	090	WALTHM	169	CHLSEA	247	WENHAM	324	LOWELL	402	ASHLND	480	QUINCY	558
BOSPPR	012	RSLNDL	091	WALTHM	170	WINTHP	248	MANCTR	325	LOWELL	403	FRAMHM	481	QUINCY	559
BOSPPR	013	RSLNDL	092	WALTHM	171	WINTHP	249	GLOUCS	326	LOWELL	404	FRAMHM	482	QUINCY	560
BOSPPR	014	RSLNDL	093	WALTHM	172	REVERE	250	GLOUCS	327	LOWELL	405	FRAMHM	483	QUINCY	561
BOSPPR	015	W-ROXB	094	WALTHM	173	REVERE	251	GLOUCS	328	LOWELL	406	FRAMHM	484	QUINCY	562
BOSPPR	016	W-ROXB	095	WALTHM	174	REVERE	252	GLOUCS	329	LOWELL	407	FRAMHM	485	QUINCY	563
BOSPPR	017	W-ROXB	096	WATRTN	175	REVERE	253	GLOUCS	330	LOWELL	408	FRAMHM	486	QUINCY	564
BOSPPR	018	W-ROXB	097	WATRTN	176	REVERE	254	ROCKPT	331	LOWELL	409	FRAMHM	487	QUINCY	565
BOSPPR	019	FNWYJP	098	WATRTN	177	REVERE	255	ESSEX-	332	TEWKSB	410	NATICK	488	BRNTRE	566
BOSPPR	020	FNWYJP	099	WATRTN	178	REVERE	256	HAMLTN	333	TEWKSB	411	NATICK	489	BRNTRE	567
BOSPPR	021	FNWYJP	100	WATRTN	179	REVERE	257	IPSWCH	334	TEWKSB	412	NATICK	490	BRNTRE	568
BOSPPR	022	FNWYJP	101	WATRTN	180	MALDEN	258	IPSWCH	335	WILMTN	413	NATICK	491	BRNTRE	569
BOSPPR	023	FNWYJP	102	BELMNT	181	MALDEN	259	IPSWCH	336	WILMTN	414	NATICK	492	BRNTRE	570
BOSPPR	024	FNWYJP	103	BELMNT	182	MALDEN	260	IPSWCH	337	BILRCA	415	NATICK	493	RANDLP	571
BOSPPR	025	ROXBRY	104	BELMNT	183	MALDEN	261	TOPSFD	338	BILRCA	416	SHERBN	494	RANDLP	572
BOSPPR	026	ROXBRY	105	BELMNT	184	MALDEN	262	BOXFRD	339	BILRCA	417	HOLSTN	495	RANDLP	573
BOSPPR	027	ROXBRY	106	BELMNT	185	MALDEN	263	BOXFRD	340	BILRCA	418	HOPKTN	496	HOLBRK	574
BOSPPR	028	ROXBRY	107	LEXNTN	186	MALDEN	264	BOXFRD	341	BEDFRD	419	HOPKTN	497	AVON--	575
BOSPPR	029	ROXBRY	108	LEXNTN	187	MALDEN	265	GEOGTN	342	BEDFRD	420	UPTON-	498	STOUTN	576
BOSPPR	030	ROXBRY	109	LEXNTN	188	MELROS	266	GEOGTN	343	BEDFRD	421	UPTON-	499	STOUTN	577
BOSPPR	031	ROXBRY	110	LEXNTN	189	MELROS	267	ROWLEY	344	CARLIL	422	NORBRG	500	EASTON	578
BOSPPR	032	ROXBRY	111	LEXNTN	190	MELROS	268	ROWLEY	345	CHLMFD	423	NORBRG	501	EASTON	579
BOSPPR	033	ROXBRY	112	LEXNTN	191	MELROS	269	NEWB--	346	CHLMFD	424	UXBRDG	502	W-BWTR	580
BOSPPR	034	ROXBRY	113	BURLTN	192	STONHM	270	NEWB--	347	CHLMFD	425	UXBRDG	503	W-BWTR	581
BOSPPR	035	FNWYJP	114	BURLTN	193	STONHM	271	NEWB--	348	CHLMFD	426	MILLVL	504	BROCTN	582
BOSPPR	036	FNWYJP	115	BURLTN	194	STONHM	272	GROVLD	349	TYNGSB	427	BLKSTN	505	BROCTN	583
BOSPPR	037	FNWYJP	116	WOBURN	195	STONHM	273	W-NBRY	350	TYNGSB	428	MENDON	506	BROCTN	584
BOSPPR	038	FNWYJP	117	WOBURN	196	READNG	274	NEWBPT	351	DUNSBL	429	HOPEDL	507	BROCTN	585
BOSPPR	039	BRITON	118	WOBURN	197	READNG	275	NEWBPT	352	PEPREL	430	MILFRD	508	BROCTN	586
BOSPPR	040	BRITON	119	WOBURN	198	WAKEFD	276	NEWBPT	353	GROTON	431	MILFRD	509	BROCTN	587
BOSPPR	041	BRITON	120	WOBURN	199	WAKEFD	277	NEWBPT	354	GROTON	432	MILFRD	510	BROCTN	588
BOSPPR	042	BRITON	121	WINCTR	200	WAKEFD	278	SALSBY	355	WESFRD	433	MEDWAY	511	BROCTN	589
BOSPPR	043	BRITON	122	WINCTR	201	WAKEFD	279	SALSBY	356	WESFRD	434	BELGHM	512	ABNGTN	590
BOSPPR	044	BRITON	123	WINCTR	202	LYNFLD	280	AMESBY	357	WESFRD	435	BELGHM	513	ABNGTN	591
BOSPPR	045	BRITON	124	ARLNTN	203	LYNFLD	281	AMESBY	358	LITLTN	436	BELGHM	514	ABNGTN	592
BOSPPR	046	BRITON	125	ARLNTN	204	LYNFLD	282	AMESBY	359	LITLTN	437	FRNKLN	515	WEYMTH	593
BOSPPR	047	BROOKL	126	ARLNTN	205	SAUGUS	283	MERIMC	360	AYER--	438	FRNKLN	516	WEYMTH	594
BOSPPR	048	BROOKL	127	ARLNTN	206	SAUGUS	284	MERIMC	361	AYER--	439	FRNKLN	517	WEYMTH	595
BOSPPR	049	BROOKL	128	ARLNTN	207	SAUGUS	285	HAVRHL	362	AYER--	440	WRENTM	518	WEYMTH	596
BOSPPR	050	BROOKL	129	ARLNTN	208	SAUGUS	286	HAVRHL	363	SHIRLY	441	WRENTM	519	WEYMTH	597
BOSPPR	051	BROOKL	130	CAMBRG	209	SAUGUS	287	HAVRHL	364	SHIRLY	442	PLAINV	520	WEYMTH	598
BOSPPR	052	BROOKL	131	CAMBRG	210	LYNN--	288	HAVRHL	365	LANCTR	443	FOXBRO	521	WEYMTH	599
BOSPPR	053	BROOKL	132	CAMBRG	211	LYNN--	289	HAVRHL	366	HARVRD	444	FOXBRO	522	ROCKLD	600
S-BSTN	054	BROOKL	133	CAMBRG	212	LYNN--	290	HAVRHL	367	HARVRD	445	SHARON	523	ROCKLD	601
S-BSTN	055	BROOKL	134	CAMBRG	213	LYNN--	291	HAVRHL	368	HARVRD	446	SHARON	524	WHITMN	602
S-BSTN	056	NEWTON	135	CAMBRG	214	LYNN--	292	HAVRHL	369	BOXBRO	447	WALPOL	525	E-BWTR	603
S-BSTN	057	NEWTON	136	CAMBRG	215	LYNN--	293	METHUN	370	ACTON-	448	WALPOL	526	BRGWTR	604
S-BSTN	058	NEWTON	137	CAMBRG	216	LYNN--	294	METHUN	371	ACTON-	449	WALPOL	527	BRGWTR	605
S-BSTN	059	NEWTON	138	CAMBRG	217	LYNN--	295	METHUN	372	CONCRD	450	NORFLK	528	HALIFX	606
S-BSTN	060	NEWTON	139	CAMBRG	218	LYNN--	296	METHUN	373	CONCRD	451	MILLIS	529	HANSON	607
N-DORC	061	NEWTON	140	CAMBRG	219	LYNN--	297	METHUN	374	CONCRD	452	MEDFLD	530	PEMBRK	608
N-DORC	062	NEWTON	141	CAMBRG	220	NAHANT	298	METHUN	375	CONCRD	453	DOVER-	531	PEMBRK	609
N-DORC	063	NEWTON	142	CAMBRG	221	HULL--	619	LAWRNC	376	LINCLN	454	DEDHAM	532	HANOVR	610
N-DORC	064	NEWTON	143	SOMRVL	222	SWMSCT	299	LAWRNC	377	LINCLN	455	DEDHAM	533	HANOVR	611
N-DORC	065	NEWTON	144	SOMRVL	223	SWMSCT	300	LAWRNC	378	WAYLND	456	DEDHAM	534	NORWEL	612
N-DORC	066	NEWTON	145	SOMRVL	224	MARBHD	301	LAWRNC	379	WAYLND	457	DEDHAM	535	NORWEL	613
S-DORC	067	NEWTON	146	SOMRVL	225	MARBHD	302	LAWRNC	380	SUDBRY	458	DEDHAM	536	HINGHM	614
S-DORC	068	NEWTON	147	SOMRVL	226	SALEM-	303	LAWRNC	381	SUDBRY	459	WESTWD	537	HINGHM	615
S-DORC	069	NEWTON	148	SOMRVL	227	SALEM-	304	N-ANDV	382	SUDBRY	460	WESTWD	538	HINGHM	616
S-DORC	070	NEEDHM	149	SOMRVL	228	SALEM-	305	N-ANDV	383	STOW--	461	NORWOD	539	HINGHM	617
S-DORC	071	NEEDHM	150	MEDFRD	229	SALEM-	306	N-ANDV	384	MAYNRD	462	NORWOD	540	HINGHM	618
S-DORC	072	NEEDHM	151	MEDFRD	230	SALEM-	307	MIDLTN	385	STOW--	463	NORWOD	541	COHAST	620
N-DORC	073	NEEDHM	152	MEDFRD	231	SALEM-	308	N-RDNG	386	BOLTON	464	NORWOD	542	SCITUT	621
N-DORC	074	NEEDHM	153	MEDFRD	232	PEABDY	309	N-RDNG	387	BOLTON	465	CANTON	543	SCITUT	622
N-DORC	075	NEEDHM	154	MEDFRD	233	PEABDY	310	ANDOVR	388	CLINTN	466	CANTON	544	MARSFD	623
ROXBRY	076	WELSLY	155	MEDFRD	234	PEABDY	311	ANDOVR	389	BERLIN	467	CANTON	545	MARSFD	624
N-DORC	077	WELSLY	156	MEDFRD	235	PEABDY	312	ANDOVR	390	HUDSON	468	MILTON	546	DUXBRY	625
MATAPN	078	WELSLY	157	MEDFRD	236	DANVRS	313	ANDOVR	391	HUDSON	469	MILTON	547	DUXBRY	626
MATAPN	079	WELSLY	158												

TABLE A-1

NORTHEAST SCREEN LINE
PASSENGER CARS

HOUR PERIODS	INTERVIEWS			GROUND COUNT	PER CENT TOTAL INTERVIEWS TO G. C.
	Internal	External	Total		
6:00 - 6:59 A. M.	6,789	1,284	8,073	8,026	100.5
7:00 - 7:59	18,738	1,318	20,056	16,492	121.6
8:00 - 8:59	10,212	1,513	11,725	11,730	99.9
9:00 - 9:59	5,250	1,895	7,145	8,604	83.0
10:00 - 10:59	5,935	2,356	8,291	8,259	100.3
11:00 - 11:59	4,993	2,605	7,598	8,444	89.9
12:00 - 12:59 P. M.	6,307	2,857	9,164	9,296	96.9
1:00 - 1:59	6,241	3,210	9,451	9,456	99.9
2:00 - 2:59	7,355	3,227	10,582	11,376	93.0
3:00 - 3:59	9,612	3,019	12,631	14,148	89.2
4:00 - 4:59	14,364	3,193	17,557	18,206	96.4
5:00 - 5:59	16,528	3,351	19,879	18,795	105.7
6:00 - 6:59	9,616	2,747	12,363	13,525	91.4
7:00 - 7:59	9,085	2,137	11,222	12,037	93.2
8:00 - 8:59	6,031	1,663	7,694	9,838	78.2
9:00 - 9:59	6,204	1,179	7,383	8,770	84.1
TOTAL	143,260	37,554	180,814	187,002	96.7

TABLE A-2

NORTHEAST SCREEN LINE
TRUCKS

HOUR PERIODS	INTERVIEWS			GROUND COUNT	PER CENT TOTAL INTERVIEWS TO G. C.
	Internal	External	Total		
6:00 - 6:59 A. M.	452	236	688	825	83.3
7:00 - 7:59	990	240	1,230	1,968	62.5
8:00 - 8:59	1,610	244	1,854	1,974	93.9
9:00 - 9:59	1,282	256	1,538	1,815	84.7
10:00 - 10:59	1,494	283	1,777	2,024	87.7
11:00 - 11:59	1,434	282	1,716	2,108	81.4
12:00 - 12:59 P. M.	1,157	304	1,461	1,730	84.4
1:00 - 1:59	1,162	233	1,395	1,814	76.9
2:00 - 2:59	1,244	213	1,457	1,758	82.8
3:00 - 3:59	1,397	245	1,642	1,885	87.1
4:00 - 4:59	1,430	196	1,626	1,971	82.4
5:00 - 5:59	1,059	214	1,273	1,390	91.5
6:00 - 6:59	401	190	591	841	70.2
7:00 - 7:59	110	135	245	592	59.2
8:00 - 8:59	13	199	212	460	46.0
9:00 - 9:59	48	118	166	444	38.8
TOTAL	15,283	3,588	18,871	23,599	79.9

TABLE A-3

NORTHEAST SCREEN LINE
TOTAL VEHICLES

HOUR PERIODS	INTERVIEWS			GROUND COUNT	PER CENT TOTAL INTERVIEWS TO G. C.
	Internal	External	Total		
6:00 - 6:59 A. M.	7,241	1,520	8,761	8,851	98.9
7:00 - 7:59	19,728	1,558	21,286	18,460	115.3
8:00 - 8:59	11,822	1,757	13,579	13,704	99.0
9:00 - 9:59	6,532	2,151	8,683	10,419	83.3
10:00 - 10:59	7,429	2,639	10,068	10,283	97.9
11:00 - 11:59	6,427	2,887	9,314	10,552	88.2
12:00 - 12:59 P. M.	7,464	3,161	10,625	11,026	96.3
1:00 - 1:59	7,403	3,443	10,846	11,270	96.2
2:00 - 2:59	8,599	3,440	12,039	13,134	91.6
3:00 - 3:59	11,009	3,264	14,273	16,033	89.0
4:00 - 4:59	15,794	3,389	19,183	20,177	95.0
5:00 - 5:59	17,587	3,565	21,152	20,165	104.7
6:00 - 6:59	10,017	2,937	12,954	14,366	90.1
7:00 - 7:59	9,195	2,272	11,467	12,629	90.7
8:00 - 8:59	6,044	1,862	7,906	10,298	76.7
9:00 - 9:59	6,252	1,297	7,549	9,214	81.9
TOTAL	158,543	41,142	199,685	210,601	94.8

TABLE A-4

SOUTHEAST SCREEN LINE
PASSENGER CARS

HOUR PERIODS	INTERVIEWS			GROUND COUNT	PER CENT TOTAL INTERVIEWS TO G. C.
	Internal	External	Total		
6:00 - 6:59 A. M.	6,662	1,350	8,012	7,664	104.5
7:00 - 7:59	14,888	1,485	16,373	13,399	116.9
8:00 - 8:59	8,961	1,499	10,460	9,823	106.4
9:00 - 9:59	4,603	1,607	6,210	7,213	86.0
10:00 - 10:59	4,803	1,847	6,650	6,856	96.9
11:00 - 11:59	4,164	1,832	5,996	7,028	85.3
12:00 - 12:59 P. M.	3,705	1,913	5,618	7,335	76.5
1:00 - 1:59	5,380	1,952	7,332	7,540	97.2
2:00 - 2:59	6,326	2,042	8,368	7,844	106.6
3:00 - 3:59	7,961	2,237	10,198	11,127	91.6
4:00 - 4:59	11,794	2,415	14,209	14,579	97.4
5:00 - 5:59	14,578	2,683	17,261	14,815	116.5
6:00 - 6:59	7,974	2,272	10,246	11,249	91.0
7:00 - 7:59	6,892	2,102	8,994	9,642	104.0
8:00 - 8:59	4,753	1,495	6,248	7,822	79.8
9:00 - 9:59	4,465	1,238	5,703	6,653	85.7
TOTAL	117,909	29,969	147,878	150,589	97.8

TABLE A-5

SOUTHEAST SCREEN LINE
TRUCKS

HOUR PERIODS	INTERVIEWS			GROUND COUNT	PER CENT TOTAL INTERVIEWS TO G. C.
	Internal	External	Total		
6:00 - 6:59 A. M.	227	148	375	951	39.4
7:00 - 7:59	720	220	940	1,828	51.4
8:00 - 8:59	1,291	217	1,508	1,897	79.4
9:00 - 9:59	958	225	1,183	1,358	87.1
10:00 - 10:59	1,005	294	1,299	1,416	91.7
11:00 - 11:59	1,004	195	1,199	1,324	90.5
12:00 - 12:59 P. M.	738	232	970	1,162	83.4
1:00 - 1:59	1,166	242	1,408	1,361	103.4
2:00 - 2:59	962	225	1,187	1,346	88.1
3:00 - 3:59	1,169	218	1,387	1,490	93.0
4:00 - 4:59	1,320	175	1,495	1,327	112.6
5:00 - 5:59	562	163	725	969	74.8
6:00 - 6:59	280	155	435	669	65.0
7:00 - 7:59	157	167	324	512	63.2
8:00 - 8:59	107	118	225	303	74.2
9:00 - 9:59	53	74	127	318	39.9
TOTAL	11,719	3,068	14,787	18,231	81.1

TABLE A-6

SOUTHEAST SCREEN LINE
TOTAL VEHICLES

HOUR PERIODS	INTERVIEWS			GROUND COUNT	PER CENT TOTAL INTERVIEWS TO G. C.
	Internal	External	Total		
6:00 - 6:59 A. M.	6,889	1,498	8,387	8,615	97.3
7:00 - 7:59	15,608	1,705	17,313	15,227	113.6
8:00 - 8:59	10,252	1,716	11,968	11,720	102.1
9:00 - 9:59	5,561	1,832	7,393	8,571	86.2
10:00 - 10:59	5,808	2,141	7,949	8,272	96.0
11:00 - 11:59	5,168	2,027	7,195	8,352	86.1
12:00 - 12:59 P. M.	4,443	2,145	6,588	8,497	77.5
1:00 - 1:59	6,546	2,194	8,740	8,901	96.1
2:00 - 2:59	7,288	2,267	9,555	9,190	103.9
3:00 - 3:59	9,130	2,455	11,585	12,617	91.8
4:00 - 4:59	13,114	2,590	15,704	15,906	98.7
5:00 - 5:59	15,140	2,846	17,986	15,784	113.9
6:00 - 6:59	8,254	2,427	10,681	11,918	89.6
7:00 - 7:59	7,049	2,269	9,318	10,154	91.7
8:00 - 8:59	4,860	1,613	6,473	8,125	79.6
9:00 - 9:59	4,518	1,312	5,830	6,971	83.6
TOTAL	129,628	33,037	162,665	168,820	96.3

TABLE A-7

EXTERNAL CORDON LINE
PASSENGER CAR TRIPS BY RESIDENTS

HOUR PERIODS	INTERNAL SURVEYS (1)	EXTERNAL-CORDON SURVEY	PER CENT INTERNAL TO EXTERNAL
6:00 - 6:59 A. M.	2, 792	2, 816	99. 1
7:00 - 7:59	6, 419	5, 243	122. 4
8:00 - 8:59	6, 013	7, 935	75. 7
9:00 - 9:59	4, 733	5, 567	85. 0
10:00 - 10:59	4, 837	6, 055	79. 8
11:00 - 11:59	4, 797	5, 889	81. 4
12:00 - 12:59 P. M.	3, 985	5, 325	74. 8
1:00 - 1:59	3, 997	5, 962	67. 0
2:00 - 2:59	5, 064	6, 537	77. 4
3:00 - 3:59	7, 090	7, 562	93. 7
4:00 - 4:59	8, 124	8, 851	91. 7
5:00 - 5:59	8, 174	8, 189	99. 8
6:00 - 6:59	5, 341	6, 459	82. 6
7:00 - 7:59	5, 072	7, 439	68. 1
8:00 - 8:59	3, 462	6, 195	55. 8
9:00 - 9:59	2, 951	3, 960	74. 5
TOTAL	82, 851	105, 840	78. 3

TABLE A-8

EXTERNAL CORDON LINE
TRIPS BY TRUCKS REGISTERED IN THE AREA

HOUR PERIODS	INTERNAL SURVEYS	EXTERNAL-CORDON SURVEY	PER CENT INTERNAL TO EXTERNAL
6:00 - 6:59 A. M.	391	607	64. 4
7:00 - 7:59	970	950	102. 1
8:00 - 8.59	1, 144	1, 239	92. 3
9:00 - 9:59	1, 219	1, 120	108. 8
10:00 - 10:59	1, 522	1, 299	117. 1
11:00 - 11:59	1, 304	985	98. 5
12:00 - 12:59 P. M.	993	1, 058	93. 8
1:00 - 1:59	1, 032	1, 082	95. 3
2:00 - 2:59	1, 030	1, 186	86. 8
3:00 - 3:59	1, 181	1, 502	78. 6
4:00 - 4:59	1, 674	1, 116	150. 0
5:00 - 5:59	751	804	93. 4
6:00 - 6:59	321	511	64. 0
7:00 - 7:59	203	441	46. 0
8:00 - 8:59	150	316	47. 4
9:00 - 9:59	167	251	66. 5
TOTAL	14, 052	14, 467	97. 1

TABLE A-9

EXTERNAL CORDON LINE
TRIPS BY RESIDENT VEHICLES

HOUR PERIODS	INTERNAL SURVEYS (1)	EXTERNAL-CORDON SURVEY	PER CENT INTERNAL TO EXTERNAL
6:00 - 6:59 A. M.	3, 183	3, 423	93. 0
7:00 - 7:59	7, 389	6, 193	119. 3
8:00 - 8:59	7, 157	9, 174	78. 0
9:00 - 9:59	5, 952	6, 687	89. 0
10:00 - 10:59	6, 359	7, 354	86. 4
11:00 - 11:59	5, 101	6, 874	74. 2
12:00 - 12:59 P. M.	4, 978	6, 383	78. 0
1:00 - 1:59	5, 029	7, 044	71. 4
2:00 - 2:59	6, 094	7, 723	78. 9
3:00 - 3:59	8, 271	9, 064	91. 2
4:00 - 4:59	9, 798	9, 967	98. 3
5:00 - 5:59	8, 925	8, 993	99. 2
6:00 - 6:59	5, 662	6, 970	81. 2
7:00 - 7:59	5, 275	7, 880	66. 9
8:00 - 8:59	3, 612	6, 511	55. 4
9:00 - 9:59	3, 118	4, 211	74. 0
TOTAL	96, 903	120, 307	80. 5

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(1) Includes taxi trips.

TABLE B-I

DWELLING UNIT STATISTICS

	DWELLING UNITS			CARS	TOTAL	EMPLOYED	TOTAL	AUTO-DRIVER
TOWN	TOTAL	RENT	OWN	OWNED	RESIDENTS	RESIDENTS	TRIPS	TRIPS
ABNGTN	3,201.1	602.5	2,598.6	3,912.1	11,295.6	3,578.5	26,225.3	16,451.8
ACTON	2,440.4	436.8	2,003.6	3,827.8	9,630.4	2,911.0	25,797.2	14,813.0
AMESBY	3,428.4	1,035.4	2,393.0	3,395.5	11,057.3	4,227.9	29,206.1	18,841.3
ANDOVR	5,623.2	1,343.6	4,279.6	7,584.9	18,975.3	6,766.5	54,251.7	34,775.8
ARLNTN	15,745.3	5,433.9	10,311.4	17,614.5	55,651.5	19,593.1	140,313.7	79,886.1
ASHLND	2,166.4	261.2	1,905.2	2,749.0	8,673.6	2,617.8	17,826.3	11,223.6
AVON	1,365.3	183.6	1,181.7	1,599.3	5,504.4	1,656.0	11,813.4	7,239.6
AYER	1,498.7	614.7	884.0	1,451.5	4,521.0	1,811.9	8,606.3	5,102.6
BEDFRD	2,968.9	830.2	2,138.7	4,048.0	11,636.9	3,522.3	25,352.1	15,237.1
BELGHM	2,464.0	253.9	2,210.1	3,133.3	9,994.7	3,355.9	20,920.8	12,312.9
BELMNT	8,886.4	2,705.1	6,181.3	10,580.8	26,716.2	10,877.7	61,962.0	37,622.1
BERLIN	545.7	58.3	487.4	648.7	1,719.5	604.0	5,545.8	3,440.8
BEVRLY	11,846.6	4,168.0	7,678.6	12,644.4	39,405.8	12,789.0	104,738.8	66,117.8
BILRCA	5,341.6	623.7	4,717.9	6,362.8	20,503.0	6,673.5	44,904.2	26,799.2
BLKSTN	1,728.3	582.0	1,146.3	1,745.3	5,699.2	2,053.2	12,057.2	7,499.2
BOLTON	403.0	85.8	317.2	641.2	1,516.0	622.0	4,489.1	2,737.9
BOSPPR	31,438.6	27,122.3	4,316.3	12,688.5	67,149.7	29,807.4	91,200.9	30,624.1
BOXBRO	204.4	15.8	268.6	316.0	979.6	237.0	2,164.6	963.8
BOXFRD	764.6	.0	764.6	1,232.2	2,994.4	906.0	7,646.2	4,267.0
BRGWTR	3,021.0	1,049.4	1,971.6	2,909.7	8,999.4	3,307.2	22,666.2	14,370.4
BRITON	24,151.8	19,181.5	4,970.3	16,852.6	62,048.0	26,276.0	125,661.7	57,573.4
BRNTRE	9,133.4	1,313.6	7,819.8	11,286.1	34,772.4	11,577.1	72,627.9	47,124.6
BROCTN	24,634.7	9,590.8	15,043.9	25,203.0	81,554.5	28,647.0	199,984.5	126,333.3
BROOKL	20,292.9	13,766.9	6,526.0	19,702.5	54,209.1	23,341.4	116,133.0	61,284.7
BURLTN	4,246.9	137.4	4,109.5	5,505.0	17,262.5	5,590.8	33,764.6	20,483.4
CAMBRG	41,961.7	33,287.6	8,674.1	27,203.5	104,058.9	43,116.9	177,596.9	82,354.2
CANTON	3,773.0	707.0	3,066.0	4,741.0	14,227.0	4,378.0	34,489.0	19,333.0
CARLIL	495.0	82.5	412.5	775.5	1,815.0	594.0	3,927.0	2,409.0
CHASTN	6,523.1	4,909.7	1,613.4	3,488.3	20,698.0	7,481.4	30,216.5	12,191.5
CHLMFD	5,816.6	622.4	5,194.2	7,236.6	22,350.8	6,997.3	55,383.1	32,520.9
CHLSEA	9,883.3	5,969.2	3,914.1	7,024.9	32,684.5	11,794.2	62,321.9	25,889.7
CLINTN	3,844.5	1,584.0	2,260.5	3,349.5	12,441.0	4,537.5	28,070.6	17,098.0
COHAST	1,809.6	208.8	1,600.8	2,836.2	6,211.8	1,966.2	20,212.5	12,407.5
CONCRD	4,537.8	1,027.6	3,510.2	6,268.1	15,498.7	5,310.3	42,670.7	27,494.0
DANVRS	6,794.5	1,790.1	5,004.4	8,143.3	21,239.4	7,850.5	70,285.0	42,998.5
DEDHAM	7,407.5	1,298.3	6,109.2	9,183.2	24,807.2	9,012.1	59,279.8	37,251.4
DOVER	1,077.3	34.2	1,043.1	2,821.5	3,454.2	1,026.0	11,162.8	7,275.6
DRACUT	4,003.0	513.7	3,489.3	4,843.8	15,775.5	5,985.5	44,899.3	25,357.8
DUNSBL	240.0	.0	240.0	360.0	900.0	315.0	1,770.0	1,140.0
DUXBRY	1,586.4	184.8	1,401.6	2,099.4	5,202.7	1,605.4	12,683.9	7,563.9
E-BSTN	12,874.7	8,718.6	4,156.1	7,839.6	45,772.4	17,026.8	85,508.8	28,809.7
E-BWTR	2,040.9	225.0	1,815.9	2,760.9	7,144.5	2,611.8	18,188.0	12,032.0
EASTON	2,871.9	561.7	2,310.2	3,256.4	10,238.3	3,345.6	28,640.0	17,032.0
ESSEX	688.0	80.0	608.0	896.0	2,288.0	848.0	6,037.5	3,686.9
EVERET	13,283.8	7,098.3	6,185.5	11,186.0	43,631.5	15,856.1	92,238.0	45,697.4
FNWYJP	37,781.0	30,364.8	7,416.2	19,011.6	91,378.1	35,430.8	162,092.9	66,266.6
FOXBRO	2,941.7	770.0	2,171.7	3,861.6	10,440.9	3,780.9	28,443.2	18,606.5
FRAMHM	15,260.3	5,376.2	9,884.1	17,759.6	51,518.6	17,549.0	123,528.6	80,462.5
FRNKLN	4,213.1	1,342.1	2,871.0	4,232.5	13,734.0	4,204.6	23,578.1	14,471.5
GEOGTN	1,258.2	156.6	1,101.6	1,703.4	4,617.0	1,534.2	11,084.4	7,072.2
GLOSTR	8,487.2	3,188.9	5,298.3	7,673.0	28,520.5	9,083.9	56,512.9	32,934.4
GROTON	2,054.4	879.3	1,175.1	1,808.1	6,167.7	1,380.9	13,717.2	7,911.3
GROVLD	1,285.9	200.4	1,085.5	1,553.1	4,776.2	1,636.6	14,632.8	8,215.2
HALIFX	701.1	51.3	649.8	991.8	2,736.0	906.3	5,968.4	3,766.8
HAMLTN	1,961.0	314.5	1,646.5	2,497.5	7,141.	2,183.0	18,981.0	11,692.0
HANOVR	1,837.6	148.8	1,688.8	2,432.0	6,925.6	2,149.6	15,738.3	8,922.8
HANSON	1,450.7	260.8	1,189.9	1,809.3	5,362.7	1,646.3	14,645.2	7,740.8
HARVRD	6,610.2	5,980.4	629.8	3,792.6	12,544.4	6,996.8	13,896.9	6,082.9
HAVRHL	15,337.7	6,700.5	8,637.2	13,274.5	46,952.4	17,718.1	111,640.3	69,463.3
HINGHM	4,600.2	618.9	3,981.3	6,325.2	16,911.9	5,153.7	45,454.3	28,570.0
HOLBRK	2,982.9	505.3	2,477.6	3,504.5	11,165.5	3,488.2	24,977.2	15,514.4
HOLSTN	2,279.6	410.0	1,869.6	2,640.4	8,052.4	2,804.4	17,039.6	10,414.0
HOPEDL	1,328.4	393.6	934.8	1,410.4	3,919.6	1,541.6	10,758.0	6,732.0
HOPKTN	1,574.2	273.9	1,300.3	2,135.1	6,021.0	2,105.7	13,618.5	9,736.8
HUDSON	3,659.4	786.6	2,872.8	4,018.5	13,560.3	4,702.5	34,589.2	22,841.6
HULL	2,200.8	537.6	1,663.2	2,704.8	8,265.6	2,805.6	16,531.2	8,349.6
HYD-PK	10,054.5	3,683.1	6,371.4	9,444.1	39,789.7	13,239.9	94,930.2	44,718.2
IPSWCH	2,929.7	610.1	2,319.6	3,061.2	9,746.2	3,046.9	21,295.7	12,873.4
LANCTR	1,737.5	738.0	999.5	1,770.3	5,083.1	1,640.0	12,839.6	8,903.6
LAWRNC	23,261.8	14,760.9	8,500.9	18,224.8	71,437.3	26,778.1	149,491.9	94,470.3
LEXNTN	7,877.8	514.3	7,363.5	11,784.7	29,123.8	10,073.3	87,643.6	55,210.8
LINCLN	1,227.4	162.0	1,065.4	2,019.2	4,261.0	1,550.8	14,048.1	8,884.9
LITLTN	1,857.8	479.7	1,378.1	2,485.0	7,010.8	2,300.0	20,106.7	12,217.9
LOWELL	26,622.0	13,443.5	13,178.5	21,759.7	87,724.5	31,386.8	159,874.4	94,493.5
LYNFLD	2,666.4	36.8	2,629.6	4,283.6	9,834.8	3,230.4	29,655.0	18,643.6
LYNN	30,952.1	15,692.2	15,259.9	27,359.6	98,196.5	35,665.1	191,011.9	115,810.0
MALDEN	17,319.8	7,813.6	9,506.2	15,569.4	55,860.8	20,785.1	113,365.4	55,957.7
MANCTR	1,424.5	385.0	1,039.5	1,694.0	5,159.0	1,540.0	10,885.2	5,597.0
MARBHD	6,658.5	1,582.8	5,075.7	8,663.5	21,614.0	6,818.2	73,282.8	47,832.0
MARLBO	6,368.8	2,018.6	4,350.2	6,636.4	22,797.4	7,931.4	45,548.2	29,127.8
MARSFD	2,198.0	111.0	2,087.0	2,845.0	7,382.0	2,175.0	15,956.2	9,434.7
MATAPN	10,314.6	6,904.5	3,410.1	7,800.9	33,133.2	11,884.5	68,639.4	27,432.0
MAYNRD	2,666.0	877.2	1,788.8	2,889.6	10,268.4	3,233.6	18,472.8	12,452.8
MEDFLD	1,684.8	358.8	1,326.0	2,386.8	5,818.8	2,137.2	17,364.2	11,476.7
MEDFRD	19,302.9	7,320.8	11,982.1	19,196.8	69,438.1	24,315.3	138,810.3	68,450.7
MEDWAY	1,768.0	119.0	1,649.0	2,159.0	7,157.0	2,244.0	13,855.0	8,449.0
MELROS	8,862.3	1,708.4	7,153.9	10,682.1	29,921.6	10,506.9	71,591.8	43,428.1
MENDON	690.0	45.0	645.0	840.0	2,670.0	960.0	6,960.0	3,975.0
MERIMC	1,047.2	141.9	905.3	1,205.6	3,659.7	1,487.2	10,838.5	5,731.2
METHUN	8,891.9	2,326.8	6,565.1	9,539.0	29,739.2	11,150.7	87,814.9	55,783.4
MIDLTN	1,015.0	175.0	840.0	1,260.0	3,465.0	1,190.0	8,008.0	4,470.4
MILFRD	5,136.9	1,833.2	3,303.7	4,822.5	17,194.5	6,660.3	44,230.6	26,523.2
MILLIS	1,333.8	153.9	1,179.9	1,590.3	4,839.3	1,453.5	10,431.0	6,891.3
MILLVL	480.0	90.0	390.0	645.0	2,355.0	690.0	5,505.0	3,525.0
MILTON	8,326.1	1,057.1	7,269.0	11,716.0	27,680.1	10,869.6	83,732.7	53,487.9
N-ANDV	4,172.6	1,690.4	2,482.2	4,550.5	12,912.8	4,536.5	33,304.6	22,659.1
N-DORC	21.408.3	14,294.4	7,113.9	14,869.0	81,455.1	27,319.8	133,062.8	50,920.9
N-RDNG	2,632.8	249.9	2,382.9	3,675.9	10,809.4	3,231.6	29,133.6	16,934.0
NAHANT	1,155.0	105.0	1,050.0	1,645.0	4,760.0	1,645.0	7,245.0	3,850.0
NATICK	8,715.0	1,570.1	7,144.9	11,502.8	33,207.2	10,711.4	87,327.0	55,943.5
NEEDHM	7,813.3	1,005.9	6,807.4	11,509.3	28,868.8	9,960.4	82,689.8	52,450.3
NEWB	1,237.3	357.2	880.1	1,261.7	3,821.9	1,031.8	10,869.3	6,617.9
NEWBPT	4,628.0	1,438.9	3,189.1	4,062.5	15,088.5	4,786.6	32,782.6	21,100.6
NEWTON	28,923.4	8,406.0	20,517.4	35,088.9	89,688.1	30,782.7	250,069.6	157,301.7

TABLE B-1 (continued)

TOWN	DWELLING UNITS TOTAL	RENT	OWN	CARS OWNED	TOTAL RESIDENTS	EMPLOYED RESIDENTS	TOTAL TRIPS	AUTO-DRIVER TRIPS
NORBRG	3,430.0	1,622.8	1,807.2	3,315.6	11,508.4	4,172.4	31,896.4	18,558.1
NORBRO	2,003.4	238.5	1,764.9	2,480.4	6,996.0	2,146.5	14,847.6	9,471.6
NORFLK	928.0	192.0	736.0	1,216.0	3,488.0	1,088.0	9,088.0	4,800.0
NORWEL	1,642.5	46.8	1,595.7	2,389.2	6,189.9	1,988.4	16,847.5	9,816.6
NORWOD	8,255.8	2,490.4	5,765.4	9,772.4	29,116.7	10,540.7	77,147.6	49,656.2
PEABDY	12,272.2	2,535.3	9,736.9	14,104.9	44,645.8	15,742.8	108,311.0	65,795.8
PEMBRK	1,871.6	103.8	1,767.8	2,494.4	7,171.8	2,212.8	19,432.5	11,718.3
PEPREL	1,288.0	225.4	1,062.6	1,577.8	4,701.2	1,577.8	9,579.5	5,908.7
PLAINV	1,079.7	177.0	902.7	1,362.9	3,947.1	1,398.3	10,395.2	5,144.2
QUINCY	26,734.9	8,973.0	17,761.9	28,313.5	88,902.2	30,945.8	202,398.6	127,751.3
RANDLP	5,402.5	632.5	4,770.0	6,587.2	20,376.7	6,691.0	45,178.4	28,627.2
READNG	5,621.5	650.4	4,971.1	7,232.2	21,099.2	6,463.2	56,613.6	35,416.7
REVERE	11,713.1	5,050.2	6,662.9	11,010.1	41,672.1	14,466.9	95,293.6	48,991.3
ROCKLD	3,910.6	691.0	3,219.6	4,511.6	15,240.5	4,907.1	33,936.0	21,774.0
ROCKPT	2,025.0	518.4	1,506.6	2,154.6	5,929.2	2,041.2	13,381.2	8,893.8
ROWLEY	852.9	129.6	723.3	1,205.4	3,225.6	1,057.2	7,209.3	4,269.5
ROXBRY	25,324.2	19,379.4	5,944.8	9,591.4	83,018.8	27,263.2	115,448.0	31,125.3
RSLNDL	8,244.3	3,855.8	4,388.5	6,931.8	29,417.7	10,615.2	64,112.8	24,596.0
S-BSTN	14,233.0	9,943.7	4,289.3	6,697.3	44,290.3	15,521.3	67,661.3	19,436.3
S-DORC	13,858.5	7,214.9	6,643.6	11,978.9	45,329.6	18,340.0	108,626.6	46,076.1
SALEM	12,970.5	6,614.4	6,356.1	12,567.5	43,400.8	15,085.9	95,005.5	60,213.1
SALSBY	1,105.8	149.4	956.4	1,184.0	3,892.0	1,268.6	10,085.0	6,309.7
SAUGUS	6,176.5	864.4	5,312.1	7,855.6	22,648.2	8,485.3	69,531.6	42,339.6
SCITUT	3,839.0	504.1	3,334.9	5,249.5	14,591.9	3,986.1	36,174.9	20,374.8
SHARON	2,874.0	318.8	2,555.2	4,228.5	11,377.7	3,543.4	32,310.1	20,777.8
SHERBN	584.6	15.8	568.8	1,027.0	2,038.2	774.2	6,493.8	4,329.2
SHIRLY	1,044.9	310.4	734.5	1,310.0	3,808.0	1,246.8	9,219.0	6,109.8
SOMRVL	27,943.4	16,619.7	11,323.7	21,221.4	96,673.5	33,522.7	145,895.9	57,653.7
SOUTHB	1,600.9	552.3	1,048.6	1,829.5	4,626.9	1,847.6	12,156.3	8,003.4
STONHM	5,367.2	1,121.6	4,245.6	6,892.0	20,036.2	6,386.6	47,653.9	31,509.8
STOUTN	5,032.4	1,016.2	4,016.2	6,033.2	19,357.8	6,482.4	50,743.8	30,845.6
STOW	868.0	108.5	759.5	1,317.5	3,441.0	1,224.5	8,339.0	5,223.5
SUDBRY	2,512.0	65.0	2,447.0	4,047.8	10,589.3	2,959.0	30,183.6	17,441.0
SWMSCT	4,211.6	1,132.4	3,079.2	5,469.6	13,966.4	5,048.0	34,042.5	23,203.5
TEWKSB	3,865.5	466.6	3,398.9	4,421.7	15,565.3	5,048.0	39,428.1	22,335.3
TOPSFD	1,139.0	85.0	1,054.0	1,649.0	4,097.0	1,105.0	10,914.0	6,579.0
TYNGSB	1,029.6	178.2	851.4	1,222.8	3,940.2	1,189.2	7,726.4	4,041.2
UPTON	943.5	231.3	712.2	1,226.4	3,452.7	1,174.8	9,392.7	6,219.6
UXBRDG	2,276.9	817.8	1,459.1	2,533.7	7,887.3	3,198.0	20,418.2	13,139.5
W NBRY	628.0	172.7	455.3	753.6	2,072.4	706.5	5,451.0	3,349.6
W-BWTR	1,585.0	181.2	1,403.8	2,098.1	5,736.3	1,947.4	18,994.6	13,265.2
W-ROXB	7,933.9	1,562.8	6,371.1	8,657.9	26,875.6	10,258.7	68,511.6	34,490.6
WAKEFD	7,647.5	1,846.3	5,801.2	8,952.1	27,538.7	9,489.1	76,992.3	48,088.5
WALPOL	4,091.6	636.1	3,455.5	5,293.3	14,593.3	5,198.8	42,997.6	27,683.0
WALTHM	17,046.3	7,513.6	9,532.7	16,441.1	56,804.3	20,415.5	122,699.5	70,875.1
WATRTN	12,027.4	5,935.0	6,092.4	12,314.9	40,047.4	15,734.7	74,463.3	44,346.6
WAYLND	3,066.0	261.0	2,805.0	4,968.0	11,953.5	3,777.0	35,176.8	21,817.8
WELSLY	8,902.2	2,105.7	6,796.5	11,750.2	26,265.9	8,298.1	78,856.3	52,684.2
WENHAM	1,030.4	294.4	736.0	1,324.8	3,514.4	975.2	9,953.0	5,753.5
WESBRO	2,544.2	673.5	1,870.7	2,904.9	8,542.6	2,920.8	19,099.2	11,837.4
WESFRD	2,215.3	405.5	1,809.8	2,773.9	7,889.7	2,658.6	14,522.0	8,817.5
WESTON	3,331.6	1,260.9	2,070.7	4,200.5	9,343.8	2,788.3	30,421.8	16,647.6
WESTWD	3,223.6	185.9	3,037.7	4,705.1	11,688.9	4,173.2	35,103.2	20,516.1
WEYMTH	13,472.8	1,960.0	11,512.8	16,699.8	52,403.0	16,280.4	118,622.3	74,460.0
WHITMN	3,684.9	778.5	2,906.4	3,927.1	12,144.6	4,169.3	29,686.8	18,078.5
WILMTN	3,729.4	206.0	3,523.4	4,451.4	15,035.6	4,743.6	37,924.4	22,736.2
WINCTR	5,806.5	814.8	4,991.7	8,375.2	20,657.3	7,038.6	50,990.0	33,212.4
WINTHP	5,841.4	1,827.9	4,013.5	5,182.9	20,294.5	6,345.9	38,804.7	17,709.9
WOBURN	9,539.1	2,616.1	6,923.0	10,956.6	37,420.7	11,792.9	67,833.1	40,997.0
WRENTM	1,452.8	227.2	1,225.6	1,801.6	5,347.2	1,849.6	15,021.7	9,689.9
Subtotal- City of Boston (1)	224,140.5	157,135.5	67,005.0	135,851.9	670,356.2	250,465.0	1,215,673.5	474,260.7
TOTAL	1,089,183.5	461,134.3	628,049.2	1,066,336.4	3,584,420.2	1,269,079.2	7,996,786.7	4,525,498.5

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(1) The City of Boston is divided into 13 separate communities as follows: BOSPPR, Boston Proper (Downtown Area); BRITON, Brighton; CHASTN, Charlestown; E-BSTN, East Boston; FNWYJP, Fenway - Jamaica Plain; HYD-PK, Hyde Park; MATAPN, Matapan; N-DORC, North Dorchester; ROXBRY, Roxbury; RSLNDL, Roslindale; S-BSTN, South Boston; S-DORC, South Dorchester; W-ROXB, West Roxbury.

(2) The information in this table has been assembled directly from the corresponding traffic subzone data. A listing of towns and subzones is contained in Table A.

TABLE B-2

TRIP PURPOSE BY MODE

INTERNAL SURVEY

AUTO DRIVER TRIPS

PURPOSE	PURPOSE TO											
FROM	Home	Work	Per Bus	Recreation	School	Social	C.T.M.	Shop.Conv.	Shop GAF	S.P.	TOTAL	PER CENT
Home	598.5	550,068.2	162,447.3	41,890.3	22,730.3	159,823.7	21,654.7	185,368.5	93,437.6	309,140.7	1,547,159.8	34.8
Work	508,573.8	271,341.7	96,850.9	4,183.3	2,133.2	14,311.9	1,560.2	33,814.3	12,676.2	50,606.0	996,051.5	22.4
Per Bus	154,166.5	87,897.4	38,523.2	4,580.4	1,426.1	20,961.0	391.9	32,879.1	14,888.0	24,060.7	379,774.3	8.5
Recreation	44,657.4	1,405.8	6,253.9	4,472.0	152.6	4,349.8	73.5	2,445.2	1,088.9	8,933.2	73,832.3	1.7
School	22,644.3	1,395.7	2,339.6	544.8	491.4	907.7	---	1,120.4	563.2	3,612.7	33,619.8	0.7
Social	179,768.4	4,986.8	15,840.0	4,633.4	453.0	25,541.5	290.6	16,618.0	9,641.3	25,748.9	283,521.9	6.4
C.T.M.	21,139.1	1,017.5	766.1	178.3	52.8	512.9	63.6	859.3	198.3	1,565.8	26,353.7	0.6
Shop.Conv.	235,786.4	9,036.1	19,503.2	2,595.5	378.5	18,330.1	139.0	49,859.1	16,508.0	15,500.1	358,636.0	8.1
Shop GAF	101,115.4	4,664.5	11,840.7	1,570.6	176.5	12,363.8	92.5	19,017.0	24,187.5	9,997.6	185,026.1	4.2
S.P.	270,420.6	70,310.6	23,966.2	8,457.1	5,143.4	26,987.2	2,031.2	25,388.7	13,206.4	114,476.2	560,387.6	12.6
TOTAL ALL	1,538,870.4	1,002,124.3	378,331.1	73,105.7	33,137.8	284,089.6	26,297.2	358,369.6	186,395.4	563,641.9	4,444,363.0	100.0
PER CENT	34.7	22.5	8.5	1.6	0.7	6.4	0.6	8.1	4.2	12.7	100.0	

AUTO PASSENGER TRIPS

PURPOSE	PURPOSE TO											
FROM	Home	Work	Per Bus	Recreation	School	Social	C.T.M.	Shop.Conv.	Shop GAF	S.P.	TOTAL	PER CENT
Home	149.5	170,624.6	98,031.5	93,003.5	101,804.1	131,111.5	28,541.2	80,157.7	65,391.3	7,559.1	776,374.0	40.7
Work	166,534.1	12,271.6	19,019.2	2,062.2	373.2	4,206.8	5,548.3	5,493.9	2,298.9	366.7	218,174.9	11.4
Per Bus	94,245.3	15,877.9	17,875.4	7,539.5	2,932.7	13,110.8	805.4	12,964.1	8,822.8	363.8	174,537.7	9.1
Recreation	94,806.8	1,078.0	8,858.8	21,586.7	1,168.1	9,054.5	581.6	4,316.1	3,169.2	224.5	144,844.3	7.6
School	64,998.0	958.0	5,193.1	3,650.4	1,138.5	4,498.7	343.1	2,385.2	1,817.2	16.4	84,998.6	4.5
Social	155,233.5	1,313.8	10,536.5	8,577.7	550.5	24,053.0	662.0	8,490.7	6,308.1	343.8	216,069.6	11.3
C.T.M.	22,957.6	2,852.0	1,179.9	607.1	281.0	1,319.1	94.7	689.9	229.1	---	30,210.4	1.7
Shop.Conv.	95,013.5	549.5	7,027.3	4,035.7	410.6	9,430.7	143.7	15,746.1	8,262.5	166.4	140,786.0	7.4
Shop GAF	66,268.1	620.1	7,238.7	3,226.9	123.7	8,274.8	119.6	9,438.2	16,167.7	123.9	111,601.7	5.8
S.P.	5,929.0	272.9	931.5	391.5	117.7	489.9	18.2	782.5	224.5	237.8	9,395.5	0.5
TOTAL ALL	766,135.4	206,418.4	175,891.9	144,681.2	108,900.1	205,549.8	36,857.8	140,464.4	112,691.3	9,402.4	1,906,992.7	100.0
PER CENT	40.2	10.8	9.2	7.6	5.7	10.8	1.9	7.4	5.9	0.5	100.0	

TAXI PASSENGER TRIPS

PURPOSE	PURPOSE TO											
FROM	Home	Work	Per Bus	Recreation	School	Social	C.T.M.	Shop.Conv.	Shop GAF	S.P.	TOTAL	PER CENT
Home	41.9	8,102.0	6,115.0	664.7	2,612.5	3,907.2	1,702.0	1,766.7	1,608.6	56.9	26,577.5	38.7
Work	6,150.3	1,122.3	1,018.4	63.7	---	160.3	752.9	41.6	55.5	---	9,365.0	13.6
Per Bus	5,790.2	756.3	1,074.7	387.5	17.2	319.7	131.8	155.3	32.2	---	8,664.9	12.6
Recreation	1,126.6	---	194.6	142.2	---	127.0	232.5	---	---	---	1,822.9	2.6
School	2,509.5	35.6	53.5	---	---	71.8	48.4	---	---	---	2,718.8	4.0
Social	4,124.9	207.2	358.0	121.6	76.9	367.1	228.6	---	---	---	5,484.3	8.0
C.T.M.	4,187.0	982.1	388.9	140.5	123.2	271.8	218.8	53.1	274.8	---	6,640.2	9.6
Shop.Conv.	3,723.3	38.8	102.3	39.2	---	36.0	---	108.0	36.3	---	4,083.9	5.9
Shop GAF	2,512.2	78.6	100.5	---	---	296.4	177.9	16.4	127.8	---	3,309.8	4.8
S.P.	---	50.4	56.9	---	---	---	---	---	---	---	107.3	0.2
TOTAL ALL	30,165.9	11,373.3	9,462.8	1,559.4	2,829.8	5,557.3	3,492.9	2,141.1	2,135.2	56.9	68,774.6	100.0
PER CENT	43.8	16.5	13.8	2.3	4.1	8.1	5.1	3.1	3.1	0.1	100.0	

TRUCK PASSENGER TRIPS

PURPOSE	PURPOSE TO											
FROM	Home	Work	Per Bus	Recreation	School	Social	C.T.M.	Shop.Conv.	Shop GAF	S.P.	TOTAL	PER CENT
Home	131.3	1,551.9	435.6	152.5	737.7	124.2	101.4	160.5	---	---	3,395.1	30.0
Work	1,485.5	3,000.5	426.8	---	---	54.0	275.6	16.4	---	---	5,258.8	46.3
Per Bus	274.4	395.6	67.0	36.7	15.7	96.6	---	99.2	40.5	---	1,025.7	9.0
Recreation	168.4	---	---	38.1	---	18.6	---	---	---	---	225.1	2.0
School	138.7	---	---	---	---	---	---	---	---	---	138.7	1.2
Social	153.6	37.6	92.6	---	---	42.3	---	38.1	---	---	364.2	3.2
C.T.M.	68.1	185.2	---	---	---	34.6	---	---	---	40.5	328.4	2.9
Shop.Conv.	184.4	76.5	15.9	---	---	43.6	---	---	16.4	---	336.8	3.0
Shop GAF	53.0	16.4	40.5	39.2	---	---	---	39.9	---	---	189.0	1.7
S.P.	81.8	---	---	---	---	---	---	---	---	---	81.8	0.7
TOTAL ALL	2,739.2	5,263.7	1,078.4	266.5	753.4	413.9	377.0	354.1	56.9	40.5	11,343.6	100.0
PER CENT	24.2	46.4	9.5	2.4	6.6	3.6	3.3	3.1	0.5	0.4	100.0	

SCHOOL BUS PASSENGER TRIPS

PURPOSE	PURPOSE TO											
FROM	Home	Work	Per Bus	Recreation	School	Social	C.T.M.	Shop.Conv.	Shop GAF	S.P.	TOTAL	PER CENT
Home	---	524.3	175.0	242.8	180,232.6	365.8	80.6	---	---	---	181,621.1	49.9
Work	654.4	205.6	16.0	---	50.9	42.0	83.0	---	---	---	1,051.9	0.3
Per Bus	286.0	16.0	58.3	17.0	1,098.0	---	---	---	---	---	1,475.3	0.4
Recreation	453.7	---	84.2	50.8	324.7	---	184.6	---	---	---	1,098.0	0.3
School	170,296.0	317.9	1,335.6	768.3	638.1	1,705.2	892.9	47.6	62.5	---	176,064.1	48.4
Social	823.2	15.9	---	---	120.1	30.8	16.1	---	---	---	1,006.1	0.3
C.T.M.	33.2	54.5	---	132.1	1,267.4	---	---	---	38.0	---	1,525.2	0.4
Shop.Conv.	33.8	---	---	---	---	39.9	---	---	---	---	73.7	--
Shop GAF	---	---	---	---	86.8	---	74.4	---	---	---	161.2	--
S.P.	---	---	---	---	---	---	---	---	---	---	---	--
TOTAL ALL	172,580.3	1,134.2	1,669.1	1,211.0	183,818.6	2,183.7	1,331.6	47.6	100.5	---	364,076.6	100.0
PER CENT	47.4	0.3	0.5	0.3	50.5	0.6	0.4	---	---	---	100.0	

TABLE B-2 (continued)

SUBWAY AND STREET CAR PASSENGER TRIPS

PURPOSE	PURPOSE TO											
FROM	Home	Work	Per Bus	Recreation	School	Social	C.T.M.	Shop.Conv.	Shop GAF	S.P.	TOTAL	PER CENT
Home	80.0	38,720.5	6,721.1	2,362.0	8,906.6	2,582.1	9,883.0	1,279.4	7,382.3	---	77,917.0	17.8
Work	35,537.8	3,133.2	2,199.4	485.6	887.9	1,269.3	72,662.1	938.0	1,317.6	---	118,430.9	27.0
Per Bus	6,449.2	1,021.9	867.3	236.7	309.1	623.8	7,827.1	400.2	670.1	36.8	18,442.2	4.2
Recreation	2,595.3	187.0	120.6	100.7	---	252.6	4,265.3	---	82.6	---	7,604.1	1.7
School	8,981.1	685.6	453.1	228.3	45.7	576.5	12,535.5	40.5	466.9	---	24,013.2	5.5
Social	3,190.6	274.4	188.3	142.0	---	116.0	2,830.0	84.1	53.8	---	6,879.2	1.6
C.T.M.	10,607.5	73,470.7	8,172.8	3,324.5	11,932.7	3,325.0	29,723.2	1,892.0	13,913.9	---	156,362.3	35.7
Shop.Conv.	1,780.3	306.5	97.8	93.3	91.7	37.6	1,998.5	57.9	---	---	4,463.6	1.0
Shop GAF	7,379.4	401.9	613.7	213.8	86.0	441.0	14,162.9	239.5	583.5	---	24,121.7	5.5
S.P.	---	16.4	36.8	---	---	---	---	---	---	---	53.2	—
TOTAL ALL	76,601.2	118,218.1	19,470.9	7,186.9	22,259.7	9,223.9	155,887.6	4,931.6	24,470.7	36.8	438,287.4	100.0
PER CENT	17.5	27.1	4.4	1.6	5.1	2.1	35.5	1.1	5.6	---	100.0	

BUS PASSENGER TRIPS

PURPOSE	PURPOSE TO											
FROM	Home	Work	Per Bus	Recreation	School	Social	C.T.M.	Shop.Conv.	Shop GAF	S.P.	TOTAL	PER CENT
Home	118.3	53,334.7	12,468.4	5,315.7	39,372.9	11,084.5	94,921.7	9,191.1	12,727.8	77.3	238,612.4	42.3
Work	47,963.2	967.7	1,220.1	184.5	---	662.3	17,926.0	874.8	296.3	17.1	70,112.0	12.4
Per Bus	11,448.7	836.4	937.2	17.5	194.1	335.2	2,114.3	588.7	237.5	56.9	16,766.5	3.0
Recreation	5,428.2	89.4	102.4	318.8	121.7	228.5	602.9	42.3	15.8	---	6,950.0	1.2
School	37,278.1	1,369.8	824.9	658.6	394.4	555.1	6,847.1	159.5	227.2	---	48,314.7	8.6
Social	9,785.1	57.6	303.7	105.5	36.3	361.9	2,958.3	470.6	166.8	---	14,245.8	2.5
C.T.M.	7,359.6	19,438.9	2,152.5	786.2	5,500.2	4,061.4	10,628.5	1,170.0	1,262.6	---	142,350.9	25.2
Shop.Conv.	10,127.0	110.3	247.0	42.3	39.9	406.8	339.4	91.8	329.0	---	11,733.5	2.1
Shop GAF	12,880.6	---	135.9	36.8	40.5	469.4	810.1	324.8	460.4	---	15,158.5	2.7
S.P.	115.6	15.2	17.1	---	---	---	---	---	---	57.2	205.1	--
TOTAL ALL	232,495.4	76,220.0	18,409.2	7,465.9	45,700.0	18,165.1	137,148.3	12,913.6	15,723.4	208.5	564,449.4	100.0
PER CENT	41.2	13.5	3.3	1.3	8.1	3.2	24.3	2.3	2.8	---	100.0	

TRAIN PASSENGER TRIPS

PURPOSE	PURPOSE TO											
FROM	Home	Work	Per Bus	Recreation	School	Social	C.T.M.	Shop.Conv.	Shop GAF	S.P.	TOTAL	PER CENT
Home	114.9	3,984.4	170.9	85.3	768.4	---	2,893.6	16.1	---	---	8,033.6	15.3
Work	3,241.6	59.4	52.7	---	---	87.3	10,269.8	36.3	---	---	13,747.1	26.1
Per Bus	125.3	51.1	---	---	---	---	307.3	---	---	---	483.7	0.9
Recreation	---	---	---	---	---	---	245.6	---	---	17.0	262.6	0.5
School	621.7	---	55.0	---	42.3	---	531.0	---	---	---	1,250.0	2.4
Social	---	---	34.3	---	---	---	16.2	---	---	---	50.5	--
C.T.M.	3,186.8	10,140.3	183.4	306.8	568.9	71.8	12,868.0	242.5	480.9	---	28,049.4	53.4
Shop.Conv.	47.0	68.6	---	---	---	---	223.7	---	---	---	339.3	0.6
Shop GAF	37.0	---	---	---	---	---	319.1	---	---	---	356.1	0.7
S.P.	---	---	---	---	---	---	---	---	---	---	---	--
TOTAL ALL	7,374.3	14,303.8	496.3	392.1	1,379.6	159.1	27,674.3	294.9	480.9	17.0	52,572.3	100.0
PER CENT	14.0	27.2	1.0	0.7	2.6	0.3	52.7	0.6	0.9	---	100.0	

TOTAL PERSON TRIPS

PURPOSE	PURPOSE TO											
FROM	Home	Work	Per Bus	Recreation	School	Social	C.T.M.	Shop.Conv.	Shop GAF	S.P.	TOTAL	PER CENT
Home	1,234.4	826,910.6	286,564.8	143,716.8	357,165.1	308,999.0	159,778.2	277,940.0	180,547.6	316,834.0	2,859,690.5	36.5
Work	770,140.7	292,102.0	120,803.5	6,979.3	3,445.2	20,793.9	109,077.9	41,215.3	16,644.5	50,989.8	1,432,192.1	18.2
Per Bus	272,785.6	106,852.6	59,403.1	12,815.3	5,992.9	35,447.1	11,577.8	47,086.6	24,691.1	24,418.2	601,170.3	7.7
Recreation	149,236.4	2,760.2	15,614.5	26,709.3	1,767.1	14,031.0	6,186.0	6,803.6	4,356.5	9,174.7	236,639.3	3.0
School	307,467.4	4,762.6	10,254.8	5,850.4	2,750.4	8,315.0	21,198.0	3,753.2	3,137.0	3,629.1	371,117.9	4.7
Social	353,079.3	6,893.3	27,353.4	13,580.2	1,236.8	50,512.6	7,001.8	25,701.5	16,170.0	26,092.7	527,621.6	6.7
C.T.M.	159,529.9	108,141.2	12,843.6	5,475.5	19,726.2	9,596.6	53,596.8	4,906.8	16,397.6	1,606.3	391,820.5	5.0
Shop.Conv.	346,695.7	10,186.3	26,993.5	6,806.0	920.7	28,324.7	2,844.3	56,862.9	25,152.2	15,666.5	520,452.8	6.6
Shop GAF	190,245.7	5,781.5	19,970.0	5,087.3	513.0	21,845.4	15,756.5	29,075.8	41,526.9	10,121.5	339,924.1	4.3
S.P.	276,547.0	70,665.5	25,008.5	8,848.6	5,261.1	27,477.1	2,049.4	26,171.2	13,430.9	114,771.2	570,230.5	7.3
TOTAL ALL	2,826,962.1	1,435,055.8	604,809.7	235,868.7	398,693.0	525,342.4	389,066.7	519,516.9	342,054.3	573,404.0	7,850,759.4	100.0
PER CENT	36.0	18.3	7.7	3.0	5.1	6.7	5.0	6.6	4.3	7.3	100.0	

TABLE B-2 A1

TRIP PURPOSE OF PASSENGER CARS

EXTERNAL SURVEY

LOCAL TRIPS

			PURPOSE INSIDE B.R.P.P. STUDY AREA								
STATION	HOME	WORK	PER BUS	REC	SCHOOL	SOCIAL	C.T.M.	SHOP CONV	SHOP GAF	S.P.	TOTAL
627	4478.4	338.0	254.8	2499.6	51.4	404.0	25.5	211.3	99.0	29.9	8391.9
628	4292.9	1071.7	241.3	471.3	38.7	195.2	16.8	270.4	298.9	26.7	6923.9
629	2281.2	637.1	256.9	868.1	3.5	352.2	26.3	168.4	159.7	48.0	4801.4
630	2842.0	852.6	164.7	151.7	20.2	301.1	17.5	250.3	138.5	45.4	4784.0
631	7801.4	1378.7	650.8	901.7	84.6	1167.0	156.9	269.8	276.5	224.7	12912.1
632	413.7	204.1	72.1	44.9	3.7	127.7	1.6	107.1	62.1	30.6	1067.6
633	635.5	279.6	92.5	78.1	18.3	134.3	6.0	165.1	59.2	13.0	1481.6
634	448.0	143.1	62.2	84.6	3.8	104.4		66.3	15.0	17.5	944.9
635	836.7	748.4	289.1	96.6	21.7	173.7	5.7	193.9	107.9	33.5	2507.2
636	893.2	757.3	243.3	121.4	6.7	156.4	3.9	223.2	67.5	30.1	2503.0
637	4752.8	1882.3	616.5	297.6	39.3	453.9	14.7	778.0	22 .2	98.6	9153.9
638	211.7	42.4	25.9	30.4	5.5	27.8	1.7	54.0	12.7	2.0	414.1
639	797.6	764.3	110.6	59.4	23.0	239.9	11.2	250.2	140.5	47.7	2444.4
640	2267.2	737.3	126.3	376.4	12.6	265.4	11.6	170.2	72.5	29.1	4068.6
641	736.4	513.9	159.8	87.0	10.4	189.2	1.6	121.5	18.2	14.3	1852.3
642	200.2	151.6	30.0	56.7	1.4	53.1	3.9	31.6	9.2	1.7	539.4
643	10105.0	3572.8	1066.0	558.9	65.6	1381.8	23.3	1444.0	827.4	252.8	19297.6
644	202.2	40.6	15.4	46.8	5.3	18.2		15.8	48.9	14.6	407.8
645	9255.7	3260.4	368.2	529.3	74.7	858.8	50.6	233.2	146.3	128.6	14905.8
646	426.4	392.2	55.6	40.6	15.4	65.0	9.7	55.1	57.1	17.9	1135.0
647	194.1	97.3	21.3	11.8	2.2	18.8	1.9	30.9	13.9	1.3	393.5
648	2058.7	659.4	121.7	53.6	26.6	233.8	6.0	241.9	144.9	80.1	3626.7
649	1852.5	626.0	143.1	43.4	11.8	229.4	2.4	158.1	92.6	34.8	3194.1
650	567.3	142.8	62.3	65.0	4.4	49.3	20.8	30.6	20.0	15.4	977.9
651	1275.2	326.3	85.4	112.5	3.7	123.0	7.9	177.7	42.0	40.9	2194.6
652	7019.5	2420.9	346.8	658.6	82.7	997.8	50.2	245.3	150.7	187.3	12159.8
653	774.0	298.1	74.6	60.6	1.5	106.2		78.1	14.3	13.4	1420.8
654	178.1	32.9	10.6	20.2		21.6		28.0	22.2	1.6	315.2
655	1456.2	498.1	117.4	87.5	16.1	231.4	11.7	117.8	36.6	21.6	2594.4
656	1321.6	1009.1	120.1	153.4	21.1	191.6		45.2	62.4	68.2	2992.7
657	577.3	368.2	52.5	260.6		138.5	4.5	71.8	32.4	26.7	1532.5
658	407.9	187.3	27.9	135.9	25.0	102.4		16.2		13.0	915.6
659	3650.1	2762.1	444.1	754.0	93.1	784.4	28.7	164.3	119.7	158.0	8958.5
660	438.0	177.6	26.6	586.4	6.7	50.3	1.6	1.1	6.2	36.1	1330.6
661	1075.9	504.6	137.3	129.3	9.0	225.8		134.8	64.0	32.1	2312.8
662	782.1	561.6	182.4	96.7	5.6	129.7		173.6	88.1	35.2	2055.0
663	167.0	230.1	53.8	35.5	2.1	80.4		81.1	40.9	15.9	706.8
664	327.1	114.1	29.9	11.5		44.9		69.7	16.8	22.0	636.0
665	864.5	529.9	123.7	180.1	17.3	140.3		50.3	32.0	22.0	1960.1
666	1969.7	903.3	145.4	251.3	13.8	260.3		105.0	32.9	24.4	3706.1
667	1984.4	810.3	184.8	296.3	28.5	302.7		219.0	130.1	67.2	4023.3
668	6375.9	3876.4	860.4	1646.3	158.2	1149.8	37.4	387.0	410.3	153.4	15055.1
669	2542.3	2128.5	317.1	627.6	63.5	856.3	3.8	124.4	97.7	41.3	6802.5
670	654.8	388.2	94.5	92.5		144.5		67.0	23.1	23.5	1488.1
671	5992.7	2297.1	1345.5	1880.4	289.2	2701.9	82.1	128.3	153.3	158.6	15029.1
672	1435.8	686.5	104.8	283.5	4.8	290.2	2.9	77.1	16.1	28.3	2930.0
673	225.5	219.1	53.4	59.6		47.6	4.2	10.3	2.9	7.2	629.8
674	1509.6	524.7	122.1	111.6	8.4	159.3		137.6	35.9	26.7	2635.9
675	380.4	131.3	42.2	45.8	5.6	70.8		37.5	12.8	21.2	747.6
676	468.0	172.1	36.2	22.3		45.9		9.6	6.3	4.6	765.0
677	1020.5	319.4	51.8	33.5	2.6	114.6		40.3	17.4	13.0	1613.1
678	381.1	399.5	133.5	44.2	3.5	69.6		200.3	42.7	28.4	1302.8
679	318.7	531.7	106.6	40.2	4.2	68.6		264.2	69.1	14.2	1417.5
680	456.5	138.3	54.6	79.1		100.4		4.4	2.8	2.1	838.2
681	287.0	159.7	51.0	79.8	2.1	24.7	6.5	23.9	5.1	10.1	649.9
682	182.0	166.9	73.3	27.1		31.9		13.6	12.1	3.4	510.3
683	159.1	156.6	37.9	25.5	2.0	81.3	1.5	17.1	3.5		484.5
684	482.4	416.3	115.2	363.6	8.2	245.5		50.0	26.5	18.1	1725.8
685	278.3	289.2	97.3	139.5	5.8	109.6		47.7	21.2	24.9	1013.5
686	1572.3	669.5	146.4	107.9	4.2	290.7		19.4	47.9	42.1	2900.4
687	572.9	113.7	43.9	55.4	16.3	67.5		31.5	7.0	8.3	916.5
688	601.1	304.5	169.7	50.7	7.5	77.5		29.6	12.9	17.7	1271.2
689	263.3	69.3	18.0	17.1	2.7	72.9		8.3	.5	4.5	456.6
690	545.2	200.2	65.5	54.9	12.4	172.0		40.2	33.7	11.9	1136.0
691	483.4	424.2	71.9	80.5	8.4	145.4		37.7	22.3	14.7	1288.5
692	2554.6	1975.8	370.8	282.6	19.0	490.1		63.5	74.9	53.7	5885.0
693	1550.8	680.1	198.6	116.0	16.7	305.5		71.8	63.5	44.7	3047.7
694	590.3	697.3	106.7	94.5	24.9	153.5	8.2	50.3	10.3	29.2	1765.2
695	561.0	438.9	62.3	103.1	19.8	125.4	11.0	23.6	15.9	21.3	1382.3
696	150.3	43.3	19.3	62.7		38.2		8.0	26.6	8.5	356.9
697	190.8	26.0	16.1	18.4		17.5			2.5	5.6	276.9
698	1770.6	992.7	231.9	274.4	14.0	465.6	7.3	124.5	22.5	26.9	3930.4
699	2900.0	2773.7	736.3	1130.4	146.3	926.8	48.7	169.4	238.0	142.7	9212.3
700	1217.7	1111.2	165.3	263.1	28.3	253.2	6.1	83.7	21.3	64.0	3213.9
701	1267.9	741.6	108.7	162.7	23.8	215.4	2.7	107.9	75.9	20.7	2728.9
702	123.7	176.0	31.1	9.9	2.5	60.7		30.6	1.8	15.3	451.6
703	599.1	297.8	62.7	125.5	7.8	115.8	2.7	137.5	61.4	14.5	1424.8
704	2050.9	1614.8	308.7	746.9	40.4	379.9	7.4	608.0	311.8	95.6	6164.4
705	383.6	321.5	72.3	51.7	5.6	71.9		35.7	10.7	13.4	966.4
706	166.1	314.0	13.0	30.9	2.4	69.7	2.5	5.4	3.3	13.4	620.7
707	500.7	147.3	34.8	69.1	6.7	9.6		26.4	20.4	12.8	827.8
708	57.5	151.3	18.9	12.1		8.4	2.5	13.0	1.8		265.5
709	82.2	63.8	12.4	4.0		17.7		6.9	6.3	.8	194.1
710	347.4	264.4	63.3	82.2	9.8	103.9	1.0	45.0	53.0	13.2	983.2
711	849.0	454.2	154.2	168.8	5.4	162.2	2.7	158.0	87.6	18.7	2063.0
712	191.1	196.1	27.6	8.6	1.5	27.0		29.7	15.0	13.3	509.9
713	1816.6	1785.8	251.2	304.9	47.5	481.1	18.0	349.8	305.2	99.2	5459.3
714	334.2	473.2	91.5	58.1	16.5	113.9	2.5	109.8	65.1	15.8	1280.6
715	5539.6	4425.4	892.0	393.6	184.4	978.8	104.9	509.7	414.9	214.0	13657.3
716	203.2	216.4	28.3	30.1		45.2	18.3	53.7	6.8	2.7	604.7
717	2181.5	1569.5	316.2	204.9	40.6	449.5	6.6	139.9	133.4	47.8	5089.9
718	105.4	380.1	44.8	11.3	.3	50.7	3.8	2.6	4.0	6.3	609.3
719	90.1	154.5	26.5	18.0	.8	34.1		25.9	24.9	11.4	386.2
720	137.2	203.6	23.6	28.7		32.5		14.3	14.5	4.9	459.3
721	218.7	166.8	28.9	11.6	1.9	31.5		30.8	23.1	6.9	520.2
722	583.6	226.6	31.4	69.8	2.6	67.6		39.3	20.3	15.2	1056.4
723	1935.0	266.5	84.9	141.2	44.8	269.2		180.2	14.3	20.1	2956.2
724	1181.6	671.2	157.5	67.9	14.6	136.1		78.9	89.2	31.1	2428.1
725	1651.6	815.3	102.7	337.6	13.5	191.8	31.7	119.0	43.1	63.7	3370.0
726	8022.5	2298.7	550.2	811.1	79.0	992.0	64.2	170.0	152.2	126.2	13266.1
727	2059.4	408.1	203.2	496.0	7.9	231.6		72.7	23.4	4.8	3507.1
728	1111.2	245.3	129.5	312.8	2.0	155.2		38.4	53.3	22.7	2070.4
	155284.9	73600.1	17403.9	24489.1	2317.9	26549.0	1015.4	12860.8	7595.3	4023.2	325143.4

TABLE B-2 A2

TRIP PURPOSE OF PASSENGER CARS
EXTERNAL SURVEY
THROUGH TRIPS

			PURPOSE INSIDE B.R.P.P. STUDY AREA*								
STATION	HOME	WORK	PER BUS	REC	SCHOOL	SOCIAL	C.T.M.	SHOP CONV	SHOP GAF	S.P.	TOTAL
627	194.9	27.7	8.1	216.3	5.7	42.7		2.5	1.4	10.2	509.5
628	604.3	105.7	64.5	146.9		68.3		56.4	28.1	5.3	1079.5
629	267.5	62.5	36.2	237.6	2.6	45.9		16.8	7.2	5.9	682.2
630	72.0	6.2	1.7	43.3	3.1	9.9		4.1	1.0	1.5	142.8
631	2221.8	101.5	119.0	423.0	14.9	360.7	4.7	14.8	6.7	12.7	3279.8
632	2.1	2.7	1.3	1.3		4.4					11.8
633	.8	19.5	2.0	25.2	.8	5.6		2.0		3.9	59.8
634	9.5	3.1	.7	14.0		3.5			3.2	1.1	35.1
635	11.0	10.0	3.7	17.1		2.9		8.4			53.1
636	5.7		1.8	6.3		1.6				1.8	17.2
637	43.3	8.2	5.5	25.8		19.1		1.4			103.3
638	6.4	.5	.4	1.1		.6		.9			9.9
639	5.4	4.9	5.5	14.7		2.7		12.0			45.2
640	94.3	29.1	12.4	106.9		17.3				3.7	263.7
641	6.1			1.1				1.9			9.1
642	2.1			1.1				1.1			4.3
643	72.2	24.5	6.8	30.3		6.5			2.8	2.8	145.9
644	4.8		1.9	2.3		1.9					10.9
645	434.7	39.5	22.8	54.1	1.7	41.6		4.4		1.6	600.4
646	2.6	7.1		1.5							11.2
647	2.2			1.5				.6	.6		4.9
648	133.0	6.7		15.2		3.5		6.6		1.0	166.0
649	48.3	.9		4.6		1.2				1.5	56.5
650	32.0	1.8		3.2		.8					37.8
651	36.4	8.9	1.0	15.6		7.8		4.0			73.7
652	694.8	83.7	34.3	206.4	1.6	123.3		2.0	1.7	2.6	1150.4
653	235.5	50.0	9.1	26.9	1.6	33.3	1.1	3.9	3.0	2.5	366.9
654	2.4			2.6						.4	5.4
655	30.4	43.7	4.7	51.5	1.0	19.3		13.2	1.7		165.5
656	17.1	31.4	13.5	105.3		22.7		4.0	1.0		195.0
657		.5									.5
658	3.0	3.2									6.2
659	89.3	19.6	8.6	199.5		30.6		1.3		2.1	351.0
660	1.1	.9		1.8							3.8
661	10.5	3.6		5.1				1.8	1.0		22.0
662	3.8	1.3		3.6						1.0	9.7
663	4.7									1.1	5.8
664		2.5		7.2		4.2					13.9
665	51.6	7.0	1.1	76.4		3.7					139.8
666	16.7	14.4	1.5	84.3		23.3		3.2			143.4
667	8.9			9.8		1.3					20.0
668	80.3	37.0	10.0	347.2	2.0	62.5	1.3	2.7	2.3	4.0	549.3
669	26.0	1.8	12.0	115.9	1.5	28.6		4.3			190.1
670	3.0			1.6							4.6
671	601.7	162.4	183.7	2075.7	22.5	618.3	1.8	4.5	4.0	13.6	3688.2
672	79.9	42.9	9.0	166.9	3.3	82.8		1.5	3.8	1.4	391.5
673				2.3		7.5					9.8
674	93.6	23.1	12.8	36.2		30.1		2.6	2.7	3.2	204.3
675	54.9	5.3	8.7	16.8	3.6	7.0		12.3			108.6
676	38.4	45.5	10.2	3.4	5.4	12.5		2.1		1.6	119.1
677	7.9		2.4	1.4							11.7
678	1.5	2.7		6.8							11.0
679	18.9	7.2	.9	5.3		3.4	1.0			.8	37.5
680	953.4	312.8	160.8	436.5	3.9	290.4	2.5	6.9	15.8	20.0	2203.0
681	1.6	1.7		1.2		1.3		3.2			9.0
682	105.0	34.7	12.3	25.7		15.6		7.0	3.6	1.3	205.2
683	42.3	25.2	8.5	17.2	2.7	10.4	1.2	1.9	1.2		110.6
684	1248.9	413.0	153.5	345.4	16.6	263.7	3.9	24.8	41.0	18.6	2529.4
685	11.0	4.2	1.6	10.6		1.2		2.1			30.7
686	83.6	59.7	7.6	35.4	.9	42.1		1.7	2.5	3.4	236.9
687	1.4	.8									2.2
688		2.0									2.0
689										.7	.7
690	2.3	1.9	1.1	1.1		1.9					8.3
691	.5	3.1		2.7	1.6						7.9
692	12.6	13.5	4.0	28.6		4.7		1.7		1.4	66.5
693	3.0							1.4			4.4
694	10.9	10.8		10.5							32.2
695	22.8	15.1	5.7	39.6		8.5		3.6		1.7	97.0
696	2.8	15.9				2.4					21.1
697		.6	.7								1.3
698	73.7	17.9	4.0	20.6	1.7	9.0		2.8	3.8	1.2	134.7
699	239.3	141.7	94.6	455.4	12.3	113.9	1.0	17.6	4.5	12.7	1093.0
700	73.6	65.7	12.0	70.8	1.3	20.8		5.1	1.7		251.0
701	110.7	81.1	17.6	42.9		12.8	3.5	12.7	8.5	.4	290.2
702	1.3	5.9	2.3					2.4		2.4	14.3
703	85.3	62.2	17.3	25.9	1.9	20.4		19.2	16.3	3.1	251.6
704	236.1	47.0	28.0	63.5	2.5	50.1		4.0	5.2	2.5	438.9
705	11.2	1.6		2.3		2.3					17.4
706		7.5									7.5
707	32.1	46.9		10.9		4.6		1.4	1.5	1.8	99.2
708	39.9	35.4	7.3	10.3		12.1			1.0	.9	106.9
709	101.0	45.4	16.5	7.4	10.9	16.8		12.2	19.2		229.4
710	129.2	57.5	25.8	91.3	2.9	38.7	.7	5.1	6.1	2.2	359.5
711	19.1	7.5	5.5	17.5		5.1					54.7
712		2.4		1.5				1.4			5.3
713	32.4	16.4	12.6	15.8		11.9		6.7	1.1		96.9
714	2.4	2.2	1.4	5.3		2.3					13.6
715	294.0	96.7	29.6	159.9	12.0	85.8		4.3	2.1	9.0	693.4
716	7.6	8.4	1.9	1.3		6.1					25.3
717	346.7	16.5	10.5	50.8		34.6					459.1
718	.7	.5	.5	1.7		3.3		.1	.2	.1	7.1
719		1.0		1.8							2.8
720	1.6	2.1		.8		.8					5.3
721	7.3		1.1			1.1					9.5
722	12.5	3.7	.5	6.5		3.7					26.9
723	182.1	13.9	11.7	5.5	1.4	24.3		1.9	1.7	.9	243.4
724	5.4					1.5					6.9
725	49.2			15.6		7.3		2.9	2.7		77.7
726	520.6	46.0	32.0	268.0	1.6	100.8		3.9	2.2	7.0	982.1
727	12.1		3.8	7.8		.7					24.4
728	3.4	5.9	1.8					2.7		1.3	15.1
	11621.9	2814.7	1311.9	7285.5	145.5	2995.9	22.7	358.0	214.1	179.9	26950.1

* PURPOSE AT DESTINATION FOR THRU TRIPS

TABLE B-2 A3

TRIP PURPOSE OF PASSENGER CARS

EXTERNAL SURVEY

TOTAL LOCAL AND THROUGH TRIPS

			PURPOSE INSIDE B.R.P.P. STUDY AREA*								
STATION	HOME	WORK	PER BUS	REC	SCHOOL	SOCIAL	C.T.M.	SHOP CONV	SHOP GAF	S.P.	TOTAL
627	4673.3	365.7	262.9	2715.9	57.1	446.7	25.5	213.8	100.4	40.1	8901.4
628	4897.2	1177.4	305.8	618.2	38.7	263.5	16.8	326.8	327.0	32.0	8003.4
629	2548.7	699.6	293.1	1105.7	6.1	398.1	26.3	185.2	166.9	53.9	5483.6
630	2914.0	858.8	166.4	195.0	23.3	311.0	17.5	254.4	139.5	46.9	4926.8
631	10023.2	1480.2	769.8	1324.7	99.5	1527.7	161.6	284.6	283.2	237.4	16191.9
632	415.8	206.8	73.4	46.2	3.7	132.1	1.6	107.1	62.1	30.6	1079.4
633	636.3	299.1	94.5	103.3	19.1	139.9	6.0	167.1	59.2	16.9	1541.4
634	457.5	146.2	62.9	98.6	3.8	107.9		66.3	18.2	18.6	980.0
635	847.7	758.4	292.8	113.7	21.7	176.6	5.7	202.3	107.9	33.5	2560.3
636	898.9	757.3	245.1	127.7	6.7	158.0	3.9	223.2	67.5	31.9	2520.2
637	4796.1	1890.5	622.0	323.4	39.3	473.0	14.7	779.4	220.2	98.6	9257.2
638	218.1	42.9	26.3	31.5	5.5	28.4	1.7	54.9	12.7	2.0	424.0
639	803.0	769.2	116.1	74.1	23.0	242.6	11.2	262.2	140.5	47.7	2489.6
640	2361.5	766.4	138.7	483.3	12.6	282.7	11.6	170.2	72.5	32.8	4332.3
641	742.5	513.9	159.8	88.1	10.4	189.2	1.6	123.4	18.2	14.3	1861.4
642	202.3	151.6	30.0	57.8	1.4	53.1	3.9	32.7	9.2	1.7	543.7
643	10177.2	3597.3	1072.8	589.2	65.6	1388.3	23.3	1444.0	830.2	255.6	19443.5
644	207.0	40.6	17.3	49.1	5.3	20.1		15.8	48.9	14.6	418.7
645	9690.4	3299.9	391.0	583.4	76.4	900.4	50.6	237.6	146.3	180.2	15506.2
646	429.0	399.3	55.6	42.1	15.4	65.0	9.7	55.1	57.1	17.9	1146.2
647	196.3	97.3	21.3	13.3	2.2	18.8	1.9	31.5	14.5	1.3	398.4
648	2191.7	666.1	121.7	68.8	26.6	237.3	6.0	248.5	144.9	81.1	3792.7
649	1900.8	626.9	143.1	48.0	11.8	230.6	2.4	158.1	92.6	36.3	3250.6
650	599.3	144.6	62.3	68.2	4.4	50.1	20.8	30.6	20.0	15.4	1015.7
651	1311.6	335.2	86.4	128.1	3.7	130.8	7.9	181.7	42.0	40.9	2268.3
652	7714.3	2504.6	381.1	865.0	84.3	1121.1	50.2	247.3	152.4	189.9	13310.2
653	1009.5	348.1	83.7	87.5	3.1	139.5	1.1	82.0	17.3	15.9	1787.7
654	180.5	32.9	10.6	22.8		21.6		28.0	22.2	2.0	320.6
655	1486.6	541.8	122.1	139.0	17.1	250.7	11.7	131.0	38.3	21.6	2759.9
656	1338.7	1040.5	133.6	258.7	21.1	214.3		49.2	63.4	68.2	3187.7
657	577.3	368.7	52.5	260.6		138.5	4.5	71.8	32.4	26.7	1533.0
658	410.9	190.5	27.9	135.9	25.0	102.4		16.2		13.0	921.8
659	3739.4	2781.7	452.7	953.5	93.1	815.0	28.7	165.6	119.7	160.1	9309.5
660	439.1	178.5	26.6	588.2	6.7	50.3	1.6	1.1	6.2	36.1	1334.4
661	1086.4	508.2	137.3	134.4	9.0	225.8		136.6	65.0	32.1	2334.8
662	785.9	562.9	182.4	100.3	5.6	129.7		173.6	88.1	36.2	2064.7
663	171.7	230.1	53.8	35.5	2.1	80.4		81.1	40.9	17.0	712.6
664	327.1	116.6	29.9	18.7		49.1		69.7	16.8	22.0	649.9
665	916.1	536.9	124.8	256.5	17.3	144.0		50.3	32.0	22.0	2099.9
666	1986.4	917.7	146.9	335.6	13.8	283.6		108.2	32.9	24.4	3849.5
667	1993.3	810.3	184.8	306.1	28.5	304.0		219.0	130.1	67.2	4043.3
668	6456.2	3913.4	870.4	1993.5	160.2	1212.3	38.7	389.7	412.6	157.4	15604.4
669	2568.3	2130.3	329.1	743.5	65.0	884.9	3.8	128.7	97.7	41.3	6992.6
670	657.8	388.2	94.5	94.1		144.5		67.0	23.1	23.5	1492.7
671	6594.4	2459.5	1529.2	3956.1	311.7	3320.2	83.9	132.8	157.3	172.2	18717.3
672	1515.7	729.4	113.8	450.4	8.1	373.0	2.9	78.6	19.9	29.7	3321.5
673	225.5	219.1	53.4	61.9		55.1	4.2	10.3	2.9	7.2	639.6
674	1603.2	547.8	134.9	147.8	8.4	189.4		140.2	38.6	29.9	2840.2
675	435.3	136.6	50.9	62.6	9.2	77.8		49.8	12.8	21.2	856.2
676	506.4	217.6	46.4	25.7	5.4	58.4		11.7	6.3	6.2	884.1
677	1028.4	319.4	54.2	34.9	2.6	114.6		40.3	17.4	13.0	1624.8
678	382.6	402.2	133.5	51.0	3.5	69.6		200.3	42.7	28.4	1313.8
679	337.6	538.9	107.5	45.5	4.2	72.0	1.0	264.2	69.1	15.0	1455.0
680	1409.9	451.1	215.4	515.6	3.9	390.8	2.5	11.3	18.6	22.1	3041.2
681	288.6	161.4	51.0	81.0	2.1	26.0	6.5	27.1	5.1	10.1	658.9
682	287.0	201.6	85.6	52.8		47.5		20.6	15.7	4.7	715.5
683	201.4	181.8	46.4	42.7	4.7	91.7	2.7	19.0	4.7		595.1
684	1731.3	829.3	268.7	709.0	24.8	509.2	3.9	74.8	67.5	36.7	4255.2
685	289.3	293.4	98.9	150.1	5.8	110.8		49.8	21.2	24.9	1044.2
686	1655.9	729.2	154.0	143.3	5.1	332.8		21.1	50.4	45.5	3137.3
687	574.3	114.5	43.9	55.4	16.3	67.5		31.5	7.0	8.3	918.7
688	601.1	306.5	169.7	50.7	7.5	77.5		29.6	12.9	17.7	1273.2
689	263.3	69.3	18.0	17.1	2.7	72.9		8.3	.5	5.2	457.3
690	547.5	202.1	66.6	56.0	12.4	173.9		40.2	33.7	11.9	1144.3
691	483.9	427.3	71.9	83.2	10.0	145.4		37.7	22.3	14.7	1296.4
692	2567.2	1989.3	374.8	311.2	19.0	494.8		65.2	74.9	55.1	5951.5
693	1553.8	680.1	198.6	116.0	16.7	305.5		73.2	63.5	44.7	3052.1
694	601.2	708.1	106.7	105.0	24.9	153.5	8.2	50.3	10.3	29.2	1797.4
695	583.8	454.0	68.0	142.7	19.8	133.9	11.0	27.2	15.9	23.0	1479.3
696	153.1	59.2	19.3	62.7		40.6		8.0	26.6	8.5	378.0
697	190.8	26.6	16.8	18.4		17.5			2.5	5.6	278.2
698	1844.3	1010.6	235.9	295.0	15.7	474.6	7.3	127.3	26.3	28.1	4065.1
699	3139.3	2915.4	830.9	1585.8	158.6	1040.7	49.7	187.0	242.5	155.4	10305.3
700	1291.3	1176.9	177.3	333.9	29.6	274.0	6.1	88.8	23.0	64.0	3464.9
701	1378.6	822.7	126.3	205.6	23.8	228.2	6.2	120.6	84.4	21.1	3019.1
702	125.0	181.9	33.4	9.9	2.5	60.7		33.0	1.8	17.7	465.9
703	684.4	360.0	80.0	151.4	9.7	136.2	2.7	156.7	77.7	17.6	1676.4
704	2287.0	1661.8	336.7	810.4	42.9	430.0	7.4	612.0	317.0	98.1	6603.3
705	394.8	323.1	72.3	54.0	5.6	74.2		35.7	10.7	13.4	983.8
706	166.1	321.5	13.0	30.9	2.4	69.7	2.5	5.4	3.3	13.4	628.2
707	532.8	194.2	34.8	80.0	6.7	14.2		27.8	21.9	14.6	927.0
708	97.4	186.7	26.2	22.4		20.5	2.5	13.0	2.8	.9	372.4
709	183.2	109.2	28.9	11.4	10.9	34.5		19.1	25.5	.8	423.5
710	476.6	321.9	89.1	173.5	12.7	142.6	1.7	50.1	59.1	15.4	1342.7
711	868.1	461.7	159.7	186.3	5.4	167.3	2.7	158.0	87.6	18.7	2117.7
712	191.1	198.5	27.6	10.1	1.5	27.0		31.1	15.0	13.3	515.2
713	1849.0	1802.2	263.8	320.7	47.5	493.0	18.0	356.5	306.3	99.2	5556.2
714	336.6	475.4	92.9	63.4	16.5	116.2	2.5	109.8	65.1	15.8	1294.2
715	5833.6	4522.1	921.6	553.5	196.4	1064.6	104.9	514.0	417.0	223.0	14350.7
716	210.8	224.8	30.2	31.4		51.3	18.3	53.7	6.8	2.7	630.0
717	2528.2	1586.0	326.7	255.7	40.6	484.1	6.6	139.9	133.4	47.8	5549.0
718	106.1	380.6	45.3	13.0	.3	54.0	3.8	2.7	4.2	6.4	616.4
719	90.1	155.5	26.5	19.8	.8	34.1		25.9	24.9	11.4	389.0
720	138.8	205.7	23.6	29.5		33.3		14.3	14.5	4.9	464.6
721	226.0	166.8	30.0	11.6	1.9	32.6		30.8	23.1	6.9	529.7
722	596.1	230.3	31.9	76.3	2.6	71.3		39.3	20.3	15.2	1083.3
723	2117.1	280.4	96.6	146.7	46.2	293.5		182.1	16.0	21.0	3199.6
724	1187.0	671.2	157.5	67.9	14.6	137.6		78.9	89.2	31.1	2435.0
725	1700.8	815.3	102.7	353.2	13.5	199.1	31.7	121.9	45.8	63.7	3447.7
726	8543.1	2344.7	582.2	1079.1	80.6	1092.8	64.2	173.9	154.4	133.2	14248.2
727	2071.5	408.1	207.0	503.8	7.9	232.3		72.7	23.4	4.8	3531.5
728	1114.6	251.2	131.3	312.8	2.0	155.2		41.1	53.3	24.0	2085.5
	166906.8	76414.8	18715.8	31774.6	2463.4	29544.9	1038.1	13218.8	7809.4	4203.1	352093.5

* PURPOSE AT DESTINATION FOR THRU TRIPS

TABLE B-3 A
VEHICLE OCCUPANCY BY TRIP PURPOSE
INTERNAL SURVEY—AUTO TRIPS

	PURPOSE TO										
PURPOSE FROM	Home	Work	Personal Business	Recreation	School	Social	Change Travel Mode	Shopping (Conv.)	Shopping (G.A.F.)	Serve Passenger	AVERAGE
Home	3.1	1.1	1.5	1.7	1.3	1.6	1.2	1.5	1.8	1.9	1.4
Work	1.2	1.2	1.2	1.2	1.1	1.0	1.1	1.1	1.2	1.9	1.2
Personal Business	1.4	1.2	1.5	2.0	1.5	1.7	1.6	1.6	1.8	2.2	1.5
Recreation	1.7	1.2	2.0	2.2	1.9	1.9	1.0	1.8	2.0	2.6	1.9
School	1.2	1.1	1.7	1.8	2.6	1.3	-	1.4	1.3	2.7	1.5
Social	1.6	1.2	1.9	2.1	1.4	1.9	1.6	1.8	2.2	2.4	1.7
Change Travel Mode	1.3	1.0	1.4	1.2	3.4	1.5	2.6	1.5	1.3	2.0	1.3
Shopping (Convenience)	1.5	1.2	1.5	2.0	1.6	1.8	1.2	1.6	1.8	2.1	1.6
Shopping (G.A.F.)	1.7	1.2	1.8	1.9	1.2	2.0	1.0	1.9	1.9	2.3	1.8
Serve Passenger	1.7	1.6	2.0	2.5	2.2	2.2	1.9	2.0	2.2	3.0	2.1
AVERAGE	1.4	1.5	1.5	1.8	1.4	1.7	1.3	1.5	1.8	2.2	1.5

TABLE B-3 B
VEHICLE OCCUPANCY BY TRIP PURPOSE
EXTERNAL SURVEY — LOCAL AUTO TRIPS

	PURPOSE TO										
PURPOSE FROM	Home	Work	Personal Business	Recreation	School	Social	Change Travel Mode	Shopping (Conv.)	Shopping (G.A.F.)	Serve Passenger	AVERAGE
Home	2.3	1.4	1.9	2.6	1.9	2.2	2.1	2.3	2.3	2.3	1.9
Work	1.3	1.3	1.4	1.7	1.4	1.5	1.7	1.7	1.7	2.0	1.3
Personal Business	2.0	1.3	1.7	2.5	1.9	2.0	1.7	1.9	1.9	2.1	1.9
Recreation	2.8	1.6	2.1	2.8	2.1	2.8	3.0	2.4	2.4	3.1	2.7
School	1.9	1.5	1.2	2.4	2.1	2.2	2.0	2.3	1.0	1.6	1.9
Social	2.3	1.5	2.2	2.7	2.0	2.5	1.6	2.2	2.4	2.8	2.3
Change Travel Mode	2.3	1.4	2.0	8.0	-	3.8	2.0	1.5	-	2.7	2.2
Shopping (Convenience)	2.3	1.5	1.8	2.4	2.0	2.2	1.0	2.3	2.0	2.7	2.3
Shopping (G.A.F.)	2.3	1.7	2.0	2.5	1.0	2.9	2.0	2.1	2.3	2.2	2.3
Serve Passenger	2.3	1.9	3.0	2.8	3.0	2.7	2.7	2.9	2.7	3.1	2.3
AVERAGE	2.2	1.4	1.9	2.6	1.9	2.3	2.1	2.3	2.2	2.4	2.1

TABLE B-3 C

VEHICLE OCCUPANCY BY TRIP PURPOSE
EXTERNAL SURVEY — THROUGH AUTO TRIPS

	PURPOSE TO*										
PURPOSE FROM	Home	Work	Personal Business	Recreation	School	Social	Change Travel Mode	Shopping (Conv.)	Shopping (G.A.F.)	Serve Passenger	AVERAGE
Home	2.2	1.4	2.1	2.8	2.3	2.5	3.0	2.4	2.5	2.6	2.4
Work	1.5	1.3	1.7	1.8	1.6	1.6	2.0	2.2	2.1	2.2	1.5
Personal Business	2.2	1.2	1.8	2.8	2.0	2.6	-	1.8	1.7	4.0	2.1
Recreation	2.8	1.7	2.2	2.7	2.0	2.7	4.3	2.4	3.2	3.2	2.8
School	2.0	1.3	1.0	2.9	1.3	1.8	-	1.0	-	2.0	2.0
Social	2.6	1.6	2.0	2.8	1.4	2.6	-	3.8	3.6	2.9	2.5
Change Travel Mode	1.9	3.0	-	4.0	-	-	-	-	-	-	2.1
Shopping (Convenience)	2.4	1.1	2.0	2.2	1.0	2.2	-	2.7	-	2.0	2.4
Shopping (G.A.F.)	2.5	2.0	2.3	2.4	-	1.5	-	2.0	1.7	-	2.3
Serve Passenger	2.7	2.1	2.5	3.1	-	2.6	-	2.0	2.9	-	2.7
AVERAGE	2.5	1.4	2.1	2.7	2.2	2.5	3.1	2.4	2.5	2.7	2.4

* Propose at destination for through trips

TABLE B-3 D

VEHICLE OCCUPANCY BY TRIP PURPOSE
EXTERNAL SURVEY — TOTAL LOCAL AND THROUGH AUTO TRIPS

	PURPOSE TO										
PURPOSE FROM	Home	Work	Personal Business	Recreation	School	Social	Change Travel Mode	Shopping (Conv.)	Shopping (G.A.F.)	Serve Passenger	AVERAGE
Home	2.3	1.4	2.0	2.7	1.9	2.3	2.1	2.3	2.3	2.3	2.0
Work	1.3	1.3	1.4	1.7	1.4	1.5	1.7	1.7	1.7	2.0	1.4
Personal Business	2.0	1.3	1.7	2.6	1.9	2.0	1.7	1.9	1.9	2.2	1.9
Recreation	2.8	1.6	2.2	2.8	2.1	2.8	3.0	2.4	2.4	3.1	2.7
School	1.9	1.5	1.2	2.5	2.1	2.1	2.0	2.1	1.0	1.7	1.9
Social	2.3	1.5	2.2	2.7	2.0	2.5	1.6	2.2	2.5	2.8	2.3
Change Travel Mode	2.2	1.6	2.0	6.5	-	3.8	2.0	1.5	-	2.7	2.2
Shopping (Convenience)	2.3	1.5	1.8	2.3	1.9	2.2	1.0	2.3	2.0	2.7	2.3
Shopping (G.A.F.)	2.3	1.7	2.0	2.5	1.0	2.8	2.0	2.1	2.3	2.2	2.3
Serve Passenger	2.3	1.9	3.0	2.8	3.0	2.7	2.7	2.8	2.7	3.1	2.3
AVERAGE	2.3	1.4	1.9	2.7	1.9	2.3	2.1	2.3	2.3	2.4	2.1

* Propose at destination for through trips

TABLE C-1

1963 TRIPS BETWEEN INTERNAL TOWNS

24-HOUR PERIOD

FROM TOWN	TO TOWN	VEHICLES AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	PASSENGERS AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	TOTAL PERSONS
ABNGTN	ABNGTN	6381.5	124.0	3213.6	483.4	10202.5	2574.9	32.2			2105.9	4713.0	11094.5
ABNGTN	ACTON-	31.8				31.8							31.8
ABNGTN	ARLNTN	15.7				15.7							15.7
ABNGTN	AVON--	31.4		11.9		43.3	79.3					79.3	110.7
ABNGTN	BOSPPR	644.2				644.2	382.4			31.4		413.8	1058.0
ABNGTN	BRGWTR	304.2		22.8		327.0	142.6					142.6	446.8
ABNGTN	BRITON	151.9		12.0		163.9							151.9
ABNGTN	BRNTRE	601.1		11.1	37.9	650.1	259.4					259.4	860.5
ABNGTN	BROCTN	3189.6	27.0	249.1	107.7	3573.4	1497.9			288.2		1786.1	4975.7
ABNGTN	BROOKL	31.8				31.8							31.8
ABNGTN	BURLTN	31.4				31.4							31.4
ABNGTN	CAMBRG	126.8				126.8	111.3					111.3	238.1
ABNGTN	CANTON	64.0			11.6	75.6							64.0
ABNGTN	CHASTN	63.6				63.6	63.6					63.6	127.2
ABNGTN	CHLMFD			24.2		24.2							
ABNGTN	CHLSEA	16.5				16.5	16.5					16.5	33.0
ABNGTN	COHAST	180.5				180.5	17.5					17.5	198.0
ABNGTN	CONCRD	31.8				31.8							31.8
ABNGTN	DEDHAM	31.4		23.2		54.6	15.7					15.7	47.1
ABNGTN	E-BSTN	31.8		22.8		54.6							31.8
ABNGTN	E-BWTR	276.1		10.5	10.5	297.1	47.2					47.2	323.3
ABNGTN	EASTON			23.4		23.4							
ABNGTN	FNWYJP	177.0		24.0	11.4	212.4	65.2					65.2	242.2
ABNGTN	FRAMHM	15.9				15.9							15.9
ABNGTN	GLOUCS				11.4	11.4							
ABNGTN	HALIFX	152.5		11.3		163.8							152.5
ABNGTN	HANOVR	409.3			22.4	431.7	131.0				31.4	162.4	571.7
ABNGTN	HANSON	321.8		51.6		373.4	179.2					179.2	501.0
ABNGTN	HARVRD				11.4	11.4							
ABNGTN	HINGHM	129.8				129.8	66.8					66.8	196.6
ABNGTN	HOLBRK	110.7		11.1	22.6	144.4	135.1					135.1	245.8
ABNGTN	HULL--	16.8				16.8							16.8
ABNGTN	HYD-PK				11.4	11.4							
ABNGTN	LYNN--	47.7				47.7							47.7
ABNGTN	MALDEN	31.4			22.8	54.2							31.4
ABNGTN	MARSFD	15.0		13.1		28.1	16.1					16.1	31.1
ABNGTN	MEDFRD	15.9				15.9							15.9
ABNGTN	MENDON										36.6	36.6	36.6
ABNGTN	METHUN	15.9				15.9							15.9
ABNGTN	MILFRD			10.4		10.4							
ABNGTN	MILTON	31.4				31.4	94.6					94.6	126.0
ABNGTN	N-DORC	64.1				64.1	15.9					15.9	80.0
ABNGTN	NATICK	31.4				31.4							31.4
ABNGTN	NEEDHM	79.7			11.4	91.1	96.6					96.6	176.3
ABNGTN	NEWTON			11.7		11.7							
ABNGTN	NORBRG			10.4		10.4							
ABNGTN	NORWEL	50.5		11.0	34.6	96.1							50.5
ABNGTN	NORWOD	32.2				32.2							32.2
ABNGTN	PEMBRK	201.9		13.1		215.0	16.5					16.5	218.4
ABNGTN	QUINCY	503.1		67.1	102.6	672.8	95.4					95.4	598.5
ABNGTN	RANDLP	248.2		11.9	26.2	286.3							248.2
ABNGTN	ROCKLD	3007.4	20.0	311.5	169.8	3508.7	1466.0	31.8	33.0			1530.8	4538.2
ABNGTN	ROXBRY	32.0			22.8	54.8							32.0
ABNGTN	RSLNDL						16.5					16.5	16.5
ABNGTN	S-BSTN	159.9		24.8	23.0	207.7	31.4					31.4	191.3
ABNGTN	S-DORC	15.7			11.4	27.1	15.7			31.8		47.5	63.2
ABNGTN	SALSBY			11.4		11.4							
ABNGTN	SCITUT	100.4				100.4	67.6					67.6	168.0
ABNGTN	SOMRVL	32.2			11.4	43.6							32.2
ABNGTN	STOUTN	212.3		11.3		223.6	63.8					63.8	276.1
ABNGTN	UXBRDG	16.7				16.7							16.7
ABNGTN	W-BWTR	124.7		39.0	12.5	176.2	46.6					46.6	171.3
ABNGTN	W-ROXB						74.6					74.6	74.6
ABNGTN	WAKEFD	77.0				77.0							77.0
ABNGTN	WAYLND	31.8				31.8							31.8
ABNGTN	WEYMTH	1861.7	8.0	223.9	25.0	2118.6	509.0					509.0	2370.7
ABNGTN	WHITMN	1132.9	48.0	80.7	169.8	1431.4	385.8	31.8				417.6	1550.5
ABNGTN	*	21744.0	227.0	4573.9	1385.0	27929.9	8797.7	95.8	33.0	351.4	2173.9	11451.8	33195.8
ACTON-	ACTON-	5847.5	29.0	965.1	608.7	7450.3	2824.0			30.8	4467.8	7322.6	13170.1
ACTON-	ARLNTN	49.2				49.2							49.2
ACTON-	ASHLND	32.8		22.4		55.2							32.8
ACTON-	AYER--	104.3				104.3	45.8					45.8	150.1
ACTON-	BEDFRD	275.9		26.8	166.0	468.7	164.0				32.8	196.8	472.7
ACTON-	BELMNT	145.4				145.4	30.8					30.8	176.2
ACTON-	BERLIN	37.8		23.2		61.0	20.6					20.6	58.4
ACTON-	BILRCA	32.8				32.8							32.8
ACTON-	BOLTON	19.3				19.3							19.3
ACTON-	BOSPPR	380.5		13.4		393.9	31.8			393.4		425.2	805.7
ACTON-	BOXBRD	380.0		210.4		590.4	62.8				94.8	157.6	537.6
ACTON-	BRITON	96.4				96.4							96.4
ACTON-	BURLTN	273.5			13.4	286.9			70.8			70.8	344.3
ACTON-	CAMBRG	131.2				131.2				65.6		65.6	196.8
ACTON-	CARLIL	79.3			33.6	112.9	30.8					30.8	110.1
ACTON-	CHLMFD	423.3				423.3	134.0					134.0	557.3
ACTON-	CLINTN	16.6		12.0		28.6							16.6
ACTON-	CONCRD	3044.0	56.0	195.5	170.8	3466.3	1205.8			82.0		1287.8	4331.8
ACTON-	DRACUT			26.8		26.8							
ACTON-	E-BSTN	32.8				32.8							32.8
ACTON-	FNWYJP	135.8				135.8	32.8			31.0		63.8	199.6
ACTON-	FRAMHM	273.7			24.2	297.9	65.6					65.6	339.3
ACTON-	FRNKLN	15.8				15.8							15.8
ACTON-	GROTON	120.6		12.6		133.2							120.6
ACTON-	HARVRD	109.8				109.8	61.6					61.6	171.4
ACTON-	HOLSTN	30.8		13.9		44.7							30.8
ACTON-	HOPEDL	16.4				16.4							16.4
ACTON-	HUDSON	170.4				170.4	68.8					68.8	239.2
ACTON-	LAWRNC	33.6				33.6							33.6
ACTON-	LEXNTN	98.4		33.6	136.4	268.4	316.0					316.0	414.4
ACTON-	LINCLN	138.4				138.4	82.0					82.0	220.4
ACTON-	LITLTN	717.7		61.2		778.9	404.8					404.8	1122.5
ACTON-	LOWELL	390.2		39.6	12.4	442.2	91.6					91.6	481.8
ACTON-	LYNN--	53.5				53.5							53.5
ACTON-	MARLBO	98.4		27.0		125.4							98.4
ACTON-	MATAPN									16.4		16.4	16.4

TABLE C-1 (continued)

FROM TOWN	TO TOWN	********* V E H I C L E S *********** AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	*********** P A S S E N G E R S ************* AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	TOTAL PERSONS
ACTON-	MAYNRD	1862.2	16.0	211.0	127.6	2216.8	727.4					727.4	2589.6
ACTON-	MEDFRD	40.9				40.9							40.9
ACTON-	MEDWAY			13.9		13.9							
ACTON-	MELROS	32.8				32.8							32.8
ACTON-	NATICK	16.4				16.4					16.4	16.4	32.8
ACTON-	NEEDHM	82.0				82.0	83.2					83.2	165.2
ACTON-	NEWTON	135.2				135.2	32.8					32.8	168.0
ACTON-	NORWOD	32.8				32.8							32.8
ACTON-	PEABDY	31.8				31.8	31.8					31.8	63.6
ACTON-	QUINCY	15.4			25.0	40.4							15.4
ACTON-	S-BSTN	16.4				16.4	16.4					16.4	32.8
ACTON-	SALEM-	32.8			12.8	45.6							32.8
ACTON-	SAUGUS	48.2				48.2	15.4					15.4	63.6
ACTON-	SHIRLY	31.8		22.4		54.2							31.8
ACTON-	SOMRVL	16.4				16.4	16.4					16.4	32.8
ACTON-	SOUTHB				25.4	25.4							
ACTON-	STONHM	15.9			13.4	29.3							15.9
ACTON-	STOW--	788.4		22.4	22.4	833.2	254.2					254.2	1042.6
ACTON-	SUDBRY	228.7		26.2	22.4	277.3	32.8					32.8	261.5
ACTON-	TEWKSB	16.4				16.4							16.4
ACTON-	UPTON-										16.4	16.4	16.4
ACTON-	W-ROXB	32.8				32.8							32.8
ACTON-	WAKEFD	30.8				30.8	30.8					30.8	61.6
ACTON-	WALTHM	601.1		22.4	33.6	657.1	166.7			65.6		232.3	833.4
ACTON-	WATRTN	146.1			23.2	169.3	370.7					370.7	516.8
ACTON-	WAYLND	69.4				69.4							69.4
ACTON-	WELSLY	30.8		22.4		53.2							30.8
ACTON-	WESFRD	359.0				359.0	205.4					205.4	564.4
ACTON-	WESTON	65.6				65.6							65.6
ACTON-	WESTWD						69.2					69.2	69.2
ACTON-	WILMTN	17.2				17.2							17.2
ACTON-	WINCTR				33.2	33.2							
ACTON-	WOBURN	47.7		12.3		60.0	16.4					16.4	64.1
ACTON-	*	18651.1	101.0	2036.5	1504.5	22293.1	7743.2		70.8	684.8	4628.2	13127.0	31778.1
AMESBY	AMESBY	11802.2	144.0	1185.2	1668.9	14800.3	5164.1	108.5	62.8	31.4	1065.7	6432.5	18234.7
AMESBY	ANDOVR	16.3				16.3							16.3
AMESBY	BEVRLY	15.7				15.7	16.3					16.3	32.0
AMESBY	BOSPRR	48.3				48.3	31.4					31.4	79.7
AMESBY	BOXFRD	15.8		32.0		47.8	47.4					47.4	63.2
AMESBY	BRITON	61.4				61.4	62.8					62.8	124.2
AMESBY	BRNTRE	16.3				16.3							16.3
AMESBY	BROOKL	16.3				16.3	16.3					16.3	32.6
AMESBY	BURLTN	70.8				70.8							70.8
AMESBY	CHLSEA				38.6	38.6							
AMESBY	DANVRS	97.7		12.0		109.7	16.3					16.3	114.0
AMESBY	GEOGTN				12.8	12.8	15.7					15.7	15.7
AMESBY	GROVLD	67.2				67.2	33.6					33.6	100.8
AMESBY	HAVRHL	1354.8		103.4	102.4	1560.6	622.2			111.1	64.8	798.1	2152.9
AMESBY	HUDSON				26.8	26.8							
AMESBY	IPSWCH	102.5			12.4	114.9							102.5
AMESBY	LAWRNC	144.6				144.6	31.4					31.4	176.0
AMESBY	LOWELL	80.3				80.3							80.3
AMESBY	LYNN--	64.0			12.4	76.4	62.8					62.8	126.8
AMESBY	MALDEN	114.8				114.8							114.8
AMESBY	MARLBO			13.4		13.4							
AMESBY	MATARN						15.7					15.7	15.7
AMESBY	MERIMC	593.2	4.0	12.0	64.8	674.0	204.7					204.7	797.9
AMESBY	METHUN	15.9			11.2	27.1							15.9
AMESBY	N-ANDV	284.4			38.8	323.2	252.8					252.8	537.2
AMESBY	N-DORC						15.7					15.7	15.7
AMESBY	N-RDNG	31.4				31.4							31.4
AMESBY	NATICK	60.0				60.0							60.0
AMESBY	NEWB--	199.3			11.9	211.2	45.0					45.0	244.3
AMESBY	NEWBPT	2091.0	15.0	98.2	133.0	2337.2	1467.3			62.8	30.0	1560.1	3651.1
AMESBY	NEWTON	15.7				15.7							15.7
AMESBY	PEABDY	80.0				80.0							80.0
AMESBY	ROWLEY	18.7		16.0	12.0	46.7	47.1		31.4			78.5	97.2
AMESBY	S-BSTN		10.0	13.4	12.0	35.4							
AMESBY	SALEM-	57.3				57.3	16.3					16.3	73.6
AMESBY	SALSBY	2012.8	4.0	105.0	49.1	2170.9	707.9	33.4			116.9	858.2	2871.0
AMESBY	SAUGUS	15.7				15.7	15.7					15.7	31.4
AMESBY	SCITUT	15.9				15.9							15.9
AMESBY	SOMRVL	15.7				15.7	15.7					15.7	31.4
AMESBY	TORSFD			16.0		16.0							
AMESBY	W-NBRY	31.4		11.2		42.6	48.8					48.8	80.2
AMESBY	WAKEFD	31.4				31.4							31.4
AMESBY	WATRTN						94.2					94.2	94.2
AMESBY	WENHAM				26.8	26.8							
AMESBY	WOBURN	43.1		26.8		69.9							43.1
AMESBY	*	19701.9	177.0	1644.6	2233.9	23757.4	9067.2	141.9	94.2	205.3	1277.4	10786.0	30487.9
ANDOVR	ANDOVR	16395.3	609.0	1045.6	933.2	18983.1	5926.3	62.8	99.0	110.9	4032.8	10231.8	26627.1
ANDOVR	ARLNTN	33.4				33.4							33.4
ANDOVR	AYER--	30.0				30.0							30.0
ANDOVR	BEDFRD	194.4			26.8	221.2	15.7					15.7	210.1
ANDOVR	BELMNT	112.3				112.3							112.3
ANDOVR	BEVRLY	125.3				125.3	15.9					15.9	141.2
ANDOVR	BILRCA	110.1		11.3	12.1	133.5	32.4					32.4	142.5
ANDOVR	BOSPRR	588.5	1.0			589.5	193.2			975.2		1168.4	1756.9
ANDOVR	BOXFRD	31.4				31.4	31.4					31.4	62.8
ANDOVR	BRITON	70.4		12.0	24.0	106.4	16.8					16.8	87.2
ANDOVR	BRNTRE	16.3				16.3							16.3
ANDOVR	BROOKL	35.8				35.8							35.8
ANDOVR	BURLTN	87.9				87.9	69.6					69.6	157.5
ANDOVR	CAMBRG	209.4				209.4	47.2					47.2	256.6
ANDOVR	CARLIL	33.0				33.0							33.0
ANDOVR	CHASTN						123.5					123.5	123.5
ANDOVR	CHLMFD	276.2				276.2	48.5					48.5	324.7
ANDOVR	CHLSEA	45.3			135.9	181.2	60.0					60.0	105.3
ANDOVR	CLINTN	31.4				31.4							31.4
ANDOVR	CONCRD	139.9			13.5	153.4	17.0					17.0	156.9
ANDOVR	DANVRS	335.1			12.4	347.5	90.0					90.0	425.1
ANDOVR	DRACUT	151.2		40.3		191.5	198.7			16.1		214.8	366.0
ANDOVR	E-BSTN	113.5				113.5	97.2					97.2	210.7
ANDOVR	EVERET	78.0				78.0							78.0
ANDOVR	FNWYJP	174.8				174.8	62.8					62.8	237.6
ANDOVR	FOXFRO	16.7				16.7							16.7
ANDOVR	FRAMHM	16.4			12.1	28.5	47.1					47.1	63.5
ANDOVR	GEOGTN	161.3	3.0			164.3	145.6					145.6	306.9
ANDOVR	GLOUCS						15.7					15.7	15.7

TABLE C-1 (continued)

FROM TOWN	TO TOWN	VEHICLES					PASSENGERS						TOTAL PERSONS
		AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	
ANDOVR	GROVLD	151.9			327.6	479.5	62.8					62.8	214.7
ANDOVR	HAMLTN									31.4		31.4	31.4
ANDOVR	HAVRHL	693.0		12.2	11.2	716.4	600.5			31.8		632.3	1325.3
ANDOVR	HUDSON						34.4					34.4	34.4
ANDOVR	HYD-PK						16.7					16.7	16.7
ANDOVR	IPSWCH						31.7					31.7	31.7
ANDOVR	LAWRNC	13093.4	117.2	584.5	408.5	14203.6	5721.8	15.7	51.2	590.1	544.5	6923.3	20016.7
ANDOVR	LEXNTN	142.9				142.9	117.2					117.2	260.1
ANDOVR	LINCLN	16.7				16.7							16.7
ANDOVR	LITLTN						36.2					36.2	36.2
ANDOVR	LOWELL	1515.0		22.4	61.0	1598.4	651.1			18.0		669.1	2184.1
ANDOVR	LYNFLD	46.7				46.7							46.7
ANDOVR	LYNN--	224.1				224.1	196.2					196.2	420.3
ANDOVR	MALDEN	190.9				190.9	31.4					31.4	222.3
ANDOVR	MANCTR				24.0	24.0							
ANDOVR	MARLBO	34.0				34.0	16.4					16.4	50.4
ANDOVR	MATAPN		7.0			7.0							
ANDOVR	MEDFLD	15.7				15.7							15.7
ANDOVR	MEDFRD	137.0				137.0	30.6					30.6	167.6
ANDOVR	METHUN	2360.1	28.0	163.4	85.6	2637.1	1701.3			15.7	16.7	1733.7	4093.8
ANDOVR	MIDLTN	48.4				48.4							48.4
ANDOVR	N-ANDV	3288.5	94.0	176.3	332.0	3890.8	1349.1	31.7				1380.8	4669.3
ANDOVR	N-DORC	62.3				62.3							62.3
ANDOVR	N-RDNG	1012.7		26.4	31.2	1070.3	275.8	16.4		33.6		325.8	1338.5
ANDOVR	NATICK	31.4				31.4							31.4
ANDOVR	NEEDHM						31.4					31.4	31.4
ANDOVR	NEWB--	46.7				46.7	60.0					60.0	106.7
ANDOVR	NEWBPT	129.0		12.1		141.1							129.0
ANDOVR	NEWTON	150.3				150.3	68.2					68.2	218.5
ANDOVR	PEABDY	509.6	20.0			529.6	87.3					87.3	596.9
ANDOVR	PEPREL	48.3				48.3							48.3
ANDOVR	READNG	213.0		43.3	50.0	306.3	250.7					250.7	463.7
ANDOVR	REVERE	33.4				33.4							33.4
ANDOVR	ROWLEY	37.4				37.4							37.4
ANDOVR	ROXBRY						115.8					115.8	115.8
ANDOVR	RSLNDL		35.0	27.0	13.5	75.5							
ANDOVR	S-BSTN	16.9			27.0	43.9							16.9
ANDOVR	S-DORC	15.0				15.0							15.0
ANDOVR	SALEM-	71.4		23.6		95.0	31.4					31.4	102.8
ANDOVR	SAUGUS	68.0				68.0							68.0
ANDOVR	SOMRVL	158.6				158.6	16.7					16.7	175.3
ANDOVR	STONHM	239.7				239.7	79.2					79.2	318.9
ANDOVR	STOUTN						32.6					32.6	32.6
ANDOVR	SUDBRY	34.0				34.0							34.0
ANDOVR	TEWKSB	538.8		65.3	36.5	640.6	417.4		30.4			447.8	986.6
ANDOVR	TOPSFD	106.0				106.0	98.6				17.0	115.6	221.6
ANDOVR	TYNGSB	49.3				49.3	65.2					65.2	114.5
ANDOVR	W-ROXB								70.4			70.4	70.4
ANDOVR	WAKEFD	199.5				199.5	38.8					38.8	238.3
ANDOVR	WALTHM	233.3				233.3							233.3
ANDOVR	WATRTN	100.9				100.9	36.8					36.8	137.7
ANDOVR	WAYLND	15.7				15.7	15.7					15.7	31.4
ANDOVR	WELSLY	75.2				75.2							75.2
ANDOVR	WESFRD	62.2				62.2							62.2
ANDOVR	WESTON	33.4				33.4							33.4
ANDOVR	WILMTN	650.9		41.3	31.2	723.4	260.8				136.0	396.8	1047.7
ANDOVR	WINCTR	77.8				77.8				31.4		31.4	109.2
ANDOVR	WINTHP	31.4				31.4							31.4
ANDOVR	WOBURN	294.4			23.2	317.6	30.0					30.0	324.4
ANDOVR	*	46918.1	914.2	2307.0	2632.5	52771.8	19864.4	126.6	251.0	1854.2	4747.0	26843.2	73761.3
ARLNTN	ARLNTN	28118.4	494.4	3475.8	2150.9	34239.5	11399.5	204.7		3805.2	249.6	15659.0	43777.4
ARLNTN	AYER--	17.2				17.2	17.2					17.2	34.4
ARLNTN	BEDFRD	948.0		32.4	36.4	1016.8	171.1			31.8		202.9	1150.9
ARLNTN	BELMNT	3350.7	43.2	78.7	142.8	3615.4	1499.3	38.8		480.4	324.0	2342.5	5693.2
ARLNTN	BEVRLY	119.9				119.9	121.5					121.5	241.4
ARLNTN	BILRCA	309.4		76.2		385.6	124.8					124.8	434.2
ARLNTN	BLKSTN			10.8	10.0	21.6							
ARLNTN	BOSPPR	3721.6	73.7	120.3	12.4	3928.0	2094.3	38.8		278.1		2411.2	6132.8
ARLNTN	BOXBRO	40.9				40.9							40.9
ARLNTN	BRITON	1978.1		12.0	33.6	2023.7	321.8	69.2	38.2	81.0		510.2	2488.3
ARLNTN	BRNTRE	195.9				195.9							195.9
ARLNTN	BROCTN	30.8				30.8	34.2					34.2	65.0
ARLNTN	BROOKL	254.7		55.0		309.7	39.7					39.7	294.4
ARLNTN	BURLTN	933.3		47.8	112.3	1093.4	218.2				34.0	252.2	1185.5
ARLNTN	CAMBRG	12338.5	147.3	398.7	359.2	13243.7	5360.2	435.3	40.5	12583.8		18419.8	30758.3
ARLNTN	CARLIL	49.5				49.5	16.5					16.5	66.0
ARLNTN	CHASTN	573.5		44.3	47.6	665.4	364.5			247.2		611.7	1185.2
ARLNTN	CHLMFD	115.7				115.7							115.7
ARLNTN	CHLSEA	522.6			23.6	546.2	241.4					241.4	764.0
ARLNTN	CONCRD	891.3	30.9	31.3	43.2	996.7	181.8					181.8	1073.1
ARLNTN	E-BSTN	479.6		21.6	24.8	526.0	160.4					160.4	640.0
ARLNTN	EASTON	17.6				17.6							17.6
ARLNTN	EVERET	311.2		36.8	10.6	358.8				61.6		61.6	372.8
ARLNTN	FNWYJP	1640.5	31.7	10.7		1682.9	582.0					582.0	2222.5
ARLNTN	FRAMHM	283.1			12.4	295.5	32.5					32.5	315.6
ARLNTN	GLOUCS			21.6		21.6							
ARLNTN	GROTON	20.1				20.1	40.2					40.2	60.3
ARLNTN	HANOVR	32.6				32.6							32.6
ARLNTN	HARVRD	15.4				15.4	15.4					15.4	30.8
ARLNTN	HAVRHL	15.9		10.5		26.4							15.9
ARLNTN	HOPEDL						16.5					16.5	16.5
ARLNTN	HUDSON	17.2			10.8	28.0	17.2					17.2	34.4
ARLNTN	HYD-PK			10.7		10.7							
ARLNTN	IPSWCH	17.7				17.7							17.7
ARLNTN	LANCTR	41.6				41.6							41.6
ARLNTN	LAWRNC	75.8				75.8							75.8
ARLNTN	LEXNTN	5123.7	72.7	304.1	240.6	5741.1	1633.5	79.4		37.4		1750.3	6874.0
ARLNTN	LINCLN	35.9		21.1		57.0	83.2					83.2	119.1
ARLNTN	LITLTN	18.1				18.1	18.1					18.1	36.2
ARLNTN	LOWELL	75.0			20.8	95.8							75.0
ARLNTN	LYNFLD	83.2				83.2	34.0					34.0	117.2
ARLNTN	LYNN--	367.9		24.8		392.7	193.3					193.3	561.2
ARLNTN	MALDEN	427.2		195.3	72.7	695.2	285.5					285.5	712.7
ARLNTN	MARLBO	107.7				107.7	16.4					16.4	124.1
ARLNTN	MATAPN	78.0				78.0				78.6		78.6	156.6
ARLNTN	MAYNRD	75.3			24.0	99.3							75.3
ARLNTN	MEDFRD	4306.9	17.6	191.9	92.2	4608.6	1689.3			315.4		2004.7	6311.6
ARLNTN	MELROS	135.5		23.0	11.5	170.0	38.8					38.8	174.3
ARLNTN	MIDLTN	70.4				70.4	140.8					140.8	211.2
ARLNTN	MILTON	98.6			21.6	120.2							98.6
ARLNTN	N-ANDV	81.0				81.0	81.0					81.0	162.0

TABLE C-1 (continued)

FROM TOWN	TO TOWN	********* V E H I C L E S *********** AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	*********** P A S S E N G E R S ************* AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	TOTAL PERSONS
ARLNTN	N-DORC	424.4		12.0		436.4							424.4
ARLNTN	N-RDNG	33.6				33.6							33.6
ARLNTN	NATICK	242.3				242.3							242.3
ARLNTN	NEEDHM	314.9			14.5	329.4	81.0					81.0	395.9
ARLNTN	NEWTON	1420.8			33.2	1454.0	162.0					162.0	1582.8
ARLNTN	NORFLK						38.8					38.8	38.8
ARLNTN	PEABDY	327.0		11.8		338.8							327.0
ARLNTN	QUINCY	169.2		12.2		181.4							169.2
ARLNTN	READNG	391.2			12.0	403.2							391.2
ARLNTN	REVERE				22.8	22.8							
ARLNTN	ROXBRY	464.3		13.4		477.7	120.7					120.7	585.0
ARLNTN	RSLNDL	81.0				81.0	324.0					324.0	405.0
ARLNTN	S-BSTN	740.1		57.3	35.6	833.0							740.1
ARLNTN	S-DORC	97.0			12.0	109.0							97.0
ARLNTN	SAUGUS	98.0				98.0	90.4					90.4	188.4
ARLNTN	SCITUT			12.2		12.2							
ARLNTN	SOMRVL	5161.9	82.4	360.8	134.1	5739.2	2410.8	46.4		905.2		3362.4	8524.3
ARLNTN	STONHM	244.2		11.3		255.5							244.2
ARLNTN	STOUTN	16.0				16.0	81.0					81.0	97.0
ARLNTN	SUDBRY	81.0				81.0	83.2					83.2	164.2
ARLNTN	TEWKSB			52.0		52.0							
ARLNTN	W-ROXB						40.5					40.5	40.5
ARLNTN	WAKEFD	156.8		12.4		169.2	81.0					81.0	237.8
ARLNTN	WALPOL	47.0				47.0							47.0
ARLNTN	WALTHM	2257.3		33.6	36.4	2327.3	1126.1			81.0		1207.1	3464.4
ARLNTN	WATRTN	2351.1		44.8	60.2	2456.1	734.6		40.5	408.2		1183.3	3534.4
ARLNTN	WAYLND	94.2				94.2							94.2
ARLNTN	WESBRO			12.3		12.3							
ARLNTN	WESFRD	16.8				16.8							16.8
ARLNTN	WESTON	137.2				137.2	15.7					15.7	152.9
ARLNTN	WEYMTH	149.2		10.8		160.0							149.2
ARLNTN	WILMTN	227.5				227.5	17.2	17.2				34.4	261.9
ARLNTN	WINCTR	1708.6	61.8	210.9	102.6	2083.9	481.4				86.2	567.6	2276.2
ARLNTN	WINTHP	78.6			10.8	89.4							78.6
ARLNTN	WOBURN	1568.2	16.6	58.0		1642.8	907.0	79.1		157.2		1143.3	2711.5
ARLNTN	WRENTM								19.2			19.2	19.2
ARLNTN	*	87662.1	1072.3	6181.2	3989.2	98904.8	34079.5	1008.9	138.4	19552.1	693.8	55472.7	143134.8
ASHLND	ASHLND	3882.5		1157.9	187.7	5228.1	1304.7			16.3	1385.1	2706.1	6588.6
ASHLND	BEDFRD	129.6				129.6							129.6
ASHLND	BELGHM						138.0					138.0	138.0
ASHLND	BELMNT	31.8				31.8							31.8
ASHLND	BILRCA	48.1				48.1							48.1
ASHLND	BLKSTN						34.4					34.4	34.4
ASHLND	BOSPPR	144.3				144.3				15.5		15.5	159.8
ASHLND	BRITON	129.6				129.6							129.6
ASHLND	BROCTN	34.2				34.2	33.0					33.0	67.2
ASHLND	BROOKL	33.0				33.0							33.0
ASHLND	BURLTN	31.8				31.8							31.8
ASHLND	CAMBRG	16.5				16.5							16.5
ASHLND	CLINTN	36.6		12.2		48.8							36.6
ASHLND	CONCRD	80.4				80.4							80.4
ASHLND	DOVER-	33.0				33.0							33.0
ASHLND	E-BSTN	33.0			24.4	57.4							33.0
ASHLND	FNWYJP	32.4			12.2	44.6	33.0					33.0	65.4
ASHLND	FRAMHM	5475.1	97.0	357.5	286.2	6215.8	2674.5			131.9	33.0	2839.4	8314.5
ASHLND	FRNKLN						64.2					64.2	64.2
ASHLND	HAMLTN	18.5				18.5							18.5
ASHLND	HAVRHL				12.0	12.0							
ASHLND	HOLSTN	622.7		44.4	59.8	726.9	229.8					229.8	852.5
ASHLND	HOPEDL	15.0		24.4	10.2	49.6	66.2					66.2	81.2
ASHLND	HOPKTN	712.9			80.1	793.0	336.4					336.4	1049.3
ASHLND	HUDSON	51.6			10.4	62.0							51.6
ASHLND	HYD-PK	15.9				15.9							15.9
ASHLND	LAWRNC	33.8				33.8							33.8
ASHLND	LEXNTN	31.8				31.8							31.8
ASHLND	MARLBO	189.9		12.2		202.1	165.2					165.2	355.1
ASHLND	MATAPN	32.6				32.6							32.6
ASHLND	MAYNRD			24.4		24.4							
ASHLND	MEDFLD	94.6				94.6	31.8					31.8	126.4
ASHLND	MEDWAY	102.0		12.1		114.1							102.0
ASHLND	MENDON	90.0				90.0							90.0
ASHLND	MILFRD	465.9				465.9	507.5					507.5	973.4
ASHLND	MILLIS				24.4	24.4							
ASHLND	MILLVL	33.0				33.0	30.4					30.4	63.4
ASHLND	MILTON	66.0				66.0	198.0					198.0	264.0
ASHLND	N-DORC	69.6				69.6	33.0					33.0	102.6
ASHLND	NATICK	985.1			47.0	1032.1	474.1					474.1	1459.2
ASHLND	NEEDHM	49.4				49.4	81.2					81.2	130.6
ASHLND	NEWTON	170.8			12.2	183.0	113.1					113.1	283.9
ASHLND	NORBRG	126.4				126.4	255.6					255.6	382.0
ASHLND	NORBRO	32.0				32.0							32.0
ASHLND	NORWOD				10.2	10.2							
ASHLND	QUINCY	33.0				33.0							33.0
ASHLND	REVERE				12.2	12.2							
ASHLND	S-BSTN				24.4	24.4							
ASHLND	S-DORC				12.0	12.0							
ASHLND	SHERBN	179.3		10.4	48.8	238.5	66.6			16.3		82.9	262.2
ASHLND	SOMRVL	44.6				44.6							44.6
ASHLND	SOUTHB	183.6		88.8		272.4	45.0					45.0	228.6
ASHLND	SUDBRY	81.2				81.2	32.0					32.0	113.2
ASHLND	TEWKSB	15.7				15.7							15.7
ASHLND	UPTON-	107.2				107.2	36.6					36.6	143.8
ASHLND	UXBRDG	124.3				124.3	98.2					98.2	222.5
ASHLND	WAKEFD	15.9				15.9							15.9
ASHLND	WALPOL				12.2	12.2							
ASHLND	WALTHM	162.6			10.4	173.0	33.0					33.0	195.6
ASHLND	WATRTN	95.7				95.7							95.7
ASHLND	WAYLND	187.3			24.4	211.7	36.2					36.2	223.5
ASHLND	WELSLY	522.4			12.0	534.4	79.8					79.8	602.2
ASHLND	WESBRO	98.4				98.4	47.7					47.7	146.1
ASHLND	WESTON	66.0				66.0							66.0
ASHLND	WESTWD	66.0				66.0					82.6	82.6	148.6
ASHLND	*	16164.6	97.0	1744.3	933.2	18939.1	7279.2			180.0	1500.7	8959.9	25124.5
AVON--	AVON--	2787.4	10.0	168.4	158.4	3124.2	1078.0		15.4		415.8	1509.2	4296.6
AVON--	BOSPPR	32.6				32.6	92.4					92.4	125.0
AVON--	BRGWTR	46.7				46.7	32.0					32.0	78.7
AVON--	BRITON	30.8				30.8							30.8
AVON--	BRNTRE	217.2		11.9	11.9	241.0							217.2
AVON--	BROCTN	3516.1	29.0	156.7	171.6	3875.4	1175.5			263.7	277.2	1716.4	5232.5
AVON--	BROOKL	118.2				118.2	15.4					15.4	133.6

TABLE C-1 (continued)

FROM TOWN	TO TOWN	********* V E H I C L E S *********** AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	*********** P A S S E N G E R S ************* AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	TOTAL PERSONS
AVON--	CANTON	70.0				70.0							70.0
AVON--	CHASTN	30.8		23.8		54.6							30.8
AVON--	COHAST						30.8					30.8	30.8
AVON--	CONCRD						30.8					30.8	30.8
AVON--	DEDHAM			11.7		11.7							
AVON--	E-BSTN	30.8				30.8	92.4					92.4	123.2
AVON--	E-BWTR	15.0		21.0		36.0							15.0
AVON--	EASTON	69.1			63.0	132.1	48.4				15.4	63.8	132.9
AVON--	EVERET	15.4				15.4							15.4
AVON--	FNWYJP	61.6				61.6	30.8					30.8	92.4
AVON--	FOXBRO	15.4		11.7		27.1							15.4
AVON--	FRAMHM	30.8			11.9	42.7							30.8
AVON--	HALIFX	15.4				15.4							15.4
AVON--	HANSON	17.3				17.3							17.3
AVON--	HOLBRK	322.0	6.0	74.6	24.4	427.0	127.2					127.2	449.2
AVON--	HYD-PK	30.8				30.8							30.8
AVON--	MARLBO	30.8				30.8	30.8					30.8	61.6
AVON--	MATAPN	61.6				61.6	61.6					61.6	123.2
AVON--	MILTON				25.2	25.2					15.4	15.4	15.4
AVON--	N-DORC	92.4				92.4							92.4
AVON--	NEEDHM	15.4				15.4	46.2					46.2	61.6
AVON--	NEWTON	52.9				52.9							52.9
AVON--	NORWOD	48.4				48.4							48.4
AVON--	PEMBRK	85.8				85.8	46.2					46.2	132.0
AVON--	QUINCY	373.8			11.4	385.2	48.4			15.4		63.8	437.6
AVON--	RANDLP	311.4	2.0	12.5	98.4	424.3	217.8					217.8	529.2
AVON--	ROCKLD	97.6				97.6							97.6
AVON--	ROXBRY									43.0		43.0	43.0
AVON--	S-BSTN	177.1		24.0	23.8	224.9	93.4					93.4	270.5
AVON--	S-DORC	77.0				77.0							77.0
AVON--	SCITUT				24.4	24.4							
AVON--	SHARON			13.1		13.1							
AVON--	SOMRVL	15.4				15.4	15.4					15.4	30.8
AVON--	STOUTN	567.1	2.0		25.5	594.6	249.2					249.2	816.3
AVON--	SUDBRY						15.4					15.4	15.4
AVON--	TEWKSB	15.4				15.4	15.4					15.4	30.8
AVON--	W-BWTR	76.0				76.0							76.0
AVON--	WALTHM	107.8			11.9	119.7							107.8
AVON--	WAYLND	30.8				30.8							30.8
AVON--	WESTON	30.8				30.8							30.8
AVON--	WEYMTH	103.6	2.0			105.6	61.6					61.6	165.2
AVON--	WHITMN	32.7			12.5	45.2	17.3					17.3	50.0
AVON--	WINTHP	15.4				15.4							15.4
AVON--	*	9892.6	51.0	531.4	674.3	11149.3	3672.4		15.4	322.1	723.8	4733.7	14626.3
AYER--	AYER--	2260.8	258.3	668.4	1302.4	4489.9	922.5	63.4			1106.9	2092.8	4353.6
AYER--	BEDFRD	19.5				19.5							19.5
AYER--	BILRCA	52.5				52.5							52.5
AYER--	BOSPPR	96.8	11.1			107.9	30.0			148.3		178.3	275.1
AYER--	BOXBRO	15.8				15.8	15.8					15.8	31.6
AYER--	BRITON	17.2				17.2							17.2
AYER--	CAMBRG	34.1				34.1				32.4		32.4	66.5
AYER--	CARLIL	33.0				33.0							33.0
AYER--	CHLMFD	114.8				114.8	48.6					48.6	163.4
AYER--	CHLSEA		11.1			11.1							
AYER--	CLINTN	82.0				82.0	49.8					49.8	131.8
AYER--	COHAST			11.1		11.1							
AYER--	CONCRD	142.7			12.2	154.9	32.2			15.6		47.8	190.5
AYER--	DEDHAM				12.0	12.0							
AYER--	FNWYJP	32.2				32.2	128.8					128.8	161.0
AYER--	FRAMHM						31.4					31.4	31.4
AYER--	GROTON	1093.5		87.2		1180.7	228.1					228.1	1321.6
AYER--	HARVRD	3170.6	73.8	139.4	43.7	3427.5	1373.1	114.6		131.2	2509.2	4128.1	7298.7
AYER--	HAVRHL				11.2	11.2							
AYER--	HUDSON	17.2		35.0	13.4	65.6	17.2					17.2	34.4
AYER--	LAWRNC				11.2	11.2							
AYER--	LITLTN	754.5		24.8	48.4	827.7	464.2	18.1			16.4	498.7	1253.2
AYER--	LOWELL	187.5	12.3	12.0	12.4	224.2	99.2					99.2	286.7
AYER--	MARLBO	32.8				32.8	111.8					111.8	144.6
AYER--	MAYNRD	33.6				33.6	32.4					32.4	66.0
AYER--	MEDFRD				13.4	13.4							
AYER--	NATICK	15.8		22.6		38.4	15.8					15.8	31.6
AYER--	PEPREL	128.8				128.8	32.2					32.2	161.0
AYER--	READNG	70.2				70.2							70.2
AYER--	ROXBRY		12.3			12.3							
AYER--	S-DORC			12.0	10.4	22.4							
AYER--	SHIRLY	906.5		134.4	49.1	1090.0	428.3	48.4			244.2	720.9	1627.4
AYER--	SOMRVL	109.1			12.4	121.5							109.1
AYER--	SOUTHB				12.0	12.0							
AYER--	TYNGSB	48.8		12.4	11.2	72.4							48.8
AYER--	WALTHM	32.2				32.2				15.0		15.0	47.2
AYER--	WESFRD	362.9				362.9	83.7					83.7	446.6
AYER--	WILMTN	17.2				17.2							17.2
AYER--	*	9882.6	378.9	1159.3	1575.4	12996.2	4145.1	244.5		342.5	3876.7	8608.8	18491.4
BEDFRD	BEDFRD	6745.9	104.0	652.8	162.2	7664.9	3613.7	51.1		38.1	2902.1	6605.0	13350.9
BEDFRD	BELMNT	260.5		12.0	12.1	284.6	192.4					192.4	452.9
BEDFRD	BERLIN				11.2	11.2							
BEDFRD	BILRCA	1250.8	8.0	143.0	35.5	1437.3	496.2					496.2	1747.0
BEDFRD	BOSPPR	381.2	22.2	24.4	13.4	441.2	63.2			155.5		218.7	599.9
BEDFRD	BOXBRO	63.2				63.2	15.8					15.8	79.0
BEDFRD	BOXFRD	30.0				30.0							30.0
BEDFRD	BRITON	31.4				31.4			15.7			15.7	47.1
BEDFRD	BRNTRE	56.4				56.4							56.4
BEDFRD	BROCTN			13.4		13.4	19.5					19.5	19.5
BEDFRD	BROOKL	142.2				142.2	31.4					31.4	173.6
BEDFRD	BURLTN	1049.1	8.0	26.8	24.6	1108.5	294.1					294.1	1343.2
BEDFRD	CAMBRG	497.8		25.1	25.8	548.7	174.3			31.4		205.7	703.5
BEDFRD	CARLIL	271.0		165.6		436.6	49.5					49.5	320.5
BEDFRD	CHASTN	148.8			25.4	174.2							148.8
BEDFRD	CHLMFD	750.1				750.1	404.7				32.9	437.6	1187.7
BEDFRD	CHLSEA	51.1			11.8	62.9							51.1
BEDFRD	CONCRD	4169.3	20.0	62.6	186.5	4438.4	1047.2		36.4		31.4	1115.0	5284.3
BEDFRD	DEDHAM	72.6				72.6							72.6
BEDFRD	DRACUT	234.4				234.4	132.4					132.4	366.8
BEDFRD	DUNSBL			12.1		12.1							
BEDFRD	E-BSTN	202.0	4.0			206.0	98.4					98.4	300.4
BEDFRD	EVERET						31.4					31.4	31.4
BEDFRD	FNWYJP	334.2		13.1		347.3	188.5		47.1			235.6	569.8
BEDFRD	FOXBRO	16.5				16.5							16.5
BEDFRD	FRAMHM	160.3				160.3	111.6					111.6	271.9

TABLE C-1 (continued)

FROM TOWN	TO TOWN	VEHICLES AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	PASSENGERS AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	TOTAL PERSONS
BEDFRD	GROTON	60.3				60.3	40.2					40.2	100.5
BEDFRD	HARVRD	30.8				30.8							30.8
BEDFRD	HAVRHL				12.0	12.0							
BEDFRD	HUDSON	103.2				103.2	17.2					17.2	120.4
BEDFRD	IPSWCH	70.8				70.8	35.4					35.4	106.2
BEDFRD	LANCTR	32.8				32.8							32.8
BEDFRD	LAWRNC	123.9			12.1	136.0	67.6					67.6	191.5
BEDFRD	LEXNTN	2890.6	8.0	166.5	113.6	3178.7	1378.4	94.2		15.7		1488.3	4378.9
BEDFRD	LINCLN	282.9		10.8		293.7	54.1		36.4			90.5	373.4
BEDFRD	LITLTN	111.4				111.4							111.4
BEDFRD	LOWELL	1206.0				1206.0	682.0					682.0	1888.0
BEDFRD	LYNN--	131.7				131.7	62.8					62.8	194.5
BEDFRD	MALDEN	232.9			12.1	245.0	78.2					78.2	311.1
BEDFRD	MARLBO	34.0				34.0							34.0
BEDFRD	MAYNRD	236.9		13.4	12.0	262.3	52.6					52.6	289.5
BEDFRD	MEDFRD	439.5		26.8	13.1	479.4	100.7					100.7	540.2
BEDFRD	MELROS	76.8		23.0		99.8							76.8
BEDFRD	METHUN						33.0					33.0	33.0
BEDFRD	N-DORC	15.7				15.7							15.7
BEDFRD	N-RDNG	170.3				170.3							170.3
BEDFRD	NATICK	110.6				110.6	31.7					31.7	142.3
BEDFRD	NEEDHM	115.7		26.8		142.5	33.4					33.4	149.1
BEDFRD	NEWTON	398.6			24.0	422.6	17.7			35.2		52.9	451.5
BEDFRD	PEABDY	78.5				78.5	157.0					157.0	235.5
BEDFRD	RANDLP	68.0				68.0							68.0
BEDFRD	READNG	70.3		13.6		83.9							70.3
BEDFRD	ROXBRY	15.7				15.7							15.7
BEDFRD	S-BSTN	47.6			12.0	59.6							47.6
BEDFRD	S-DORC	15.7				15.7	72.6					72.6	88.3
BEDFRD	SALEM-	17.7				17.7							17.7
BEDFRD	SAUGUS	69.4				69.4	62.8					62.8	132.2
BEDFRD	SOMRVL	159.0			13.4	172.4	108.7					108.7	267.7
BEDFRD	STONHM	216.9		26.8		243.7							216.9
BEDFRD	STOUTN			13.4		13.4							
BEDFRD	STOW--						63.2					63.2	63.2
BEDFRD	SUDBRY	258.7			13.1	271.8	15.7					15.7	274.4
BEDFRD	TEWKSB	178.3				178.3	62.2					62.2	240.5
BEDFRD	TOPSFD	17.0				17.0							17.0
BEDFRD	TYNGSB	32.6				32.6							32.6
BEDFRD	W-ROXB	15.7				15.7							15.7
BEDFRD	WALTHM	907.1		89.4	24.4	1020.9	293.1	31.4				324.5	1231.6
BEDFRD	WATRTN	341.6				341.6	89.3					89.3	430.9
BEDFRD	WAYLND	149.9				149.9	31.4					31.4	181.3
BEDFRD	WELSLY	156.7			13.4	170.1	15.7					15.7	172.4
BEDFRD	WESFRD	284.6				284.6	71.6					71.6	356.2
BEDFRD	WESTON	148.6		12.3	50.0	210.9							148.6
BEDFRD	WESTWD										69.2	69.2	69.2
BEDFRD	WEYMTH	186.5				186.5							186.5
BEDFRD	WILMTN	167.8				167.8	34.4					34.4	202.2
BEDFRD	WINCTR	192.2				192.2	33.8					33.8	226.0
BEDFRD	WOBURN	138.1		12.0	12.1	162.2	86.2					86.2	224.3
BEDFRD	*	27728.4	174.2	1585.7	845.8	30334.1	10847.0	176.7	135.6	275.9	3035.6	14470.8	42199.2
BELGHM	BELGHM	1450.4	20.0	153.0	235.6	1859.0	570.0		131.6		1226.7	1928.3	3378.7
BELGHM	BLKSTN	359.9	5.0		14.9	379.8	120.4					120.4	480.3
BELGHM	BOSPPR	75.7				75.7							75.7
BELGHM	BRITON	37.6				37.6							37.6
BELGHM	BRNTRE	19.5				19.5							19.5
BELGHM	BRCCTN	34.7				34.7							34.7
BELGHM	BROOKL	31.4				31.4	75.1					75.1	106.5
BELGHM	CAMBRG	53.3				53.3	65.9					65.9	119.2
BELGHM	CHLMFD	18.8				18.8	18.8					18.8	37.6
BELGHM	CHLSEA	15.0				15.0							15.0
BELGHM	COHAST	15.0				15.0							15.0
BELGHM	DEDHAM	64.3				64.3	31.4				31.4	62.8	127.1
BELGHM	DOVER-	62.8				62.8	64.7					64.7	127.5
BELGHM	E-BSTN	37.6				37.6							37.6
BELGHM	E-BWTR	15.7				15.7							15.7
BELGHM	EASTON	15.2				15.2							15.2
BELGHM	FNWYJP	45.0				45.0	37.6					37.6	82.6
BELGHM	FOXBRO	46.0				46.0	70.6					70.6	116.6
BELGHM	FRAMHM	311.4				311.4	94.2					94.2	405.6
BELGHM	FRNKLN	666.6		149.5	37.4	853.5	433.6					433.6	1100.2
BELGHM	HOLSTN	106.6				106.6	69.0					69.0	175.6
BELGHM	HOPEDL	139.6				139.6	128.8					128.8	268.4
BELGHM	HOPKTN	65.2				65.2							65.2
BELGHM	HYD-PK	34.4				34.4							34.4
BELGHM	MARLBO	15.0				15.0							15.0
BELGHM	MEDFLD	48.5				48.5	31.4					31.4	79.9
BELGHM	MEDWAY	642.2		14.9	55.6	712.7	186.8			15.0		201.8	844.0
BELGHM	MENDON	138.6			11.3	149.9	123.5				15.7	139.2	277.8
BELGHM	MILFRD	1098.3		64.8	34.7	1197.8	736.1	45.7		60.0		841.8	1940.1
BELGHM	MILLIS	236.2		12.1	11.2	259.5	93.5					93.5	329.7
BELGHM	MILLVL	30.0				30.0							30.0
BELGHM	NATICK	255.4			48.8	304.2	37.6					37.6	293.0
BELGHM	NEEDHM	34.9			13.1	48.0	15.7		37.6			53.3	88.2
BELGHM	NEWTON	46.6				46.6							46.6
BELGHM	NORBRG	69.8				69.8							69.8
BELGHM	NORFLK	15.7				15.7							15.7
BELGHM	NORWOD	124.0				124.0	37.6					37.6	161.6
BELGHM	QUINCY	15.0				15.0							15.0
BELGHM	RANDLP	71.2				71.2							71.2
BELGHM	SHARON	15.7		21.2		36.9							15.7
BELGHM	SHERBN	15.7				15.7							15.7
BELGHM	STONHM			26.2		26.2							
BELGHM	SUDBRY	15.7				15.7	15.0					15.0	30.7
BELGHM	UPTON-	75.2				75.2	37.6					37.6	112.8
BELGHM	UXBRDG	48.5				48.5	118.5					118.5	167.0
BELGHM	W-BWTR	15.2				15.2							15.2
BELGHM	WAKEFD	37.6				37.6							37.6
BELGHM	WALPOL	226.2	2.0		29.8	258.0	31.6					31.6	257.8
BELGHM	WALTHM	141.3		26.2		167.5							141.3
BELGHM	WATRTN	47.1				47.1							47.1
BELGHM	WAYLND	31.4				31.4							31.4
BELGHM	WELSLY	53.3				53.3							53.3
BELGHM	WRENTM	205.9		14.9		220.8	53.7					53.7	259.6
BELGHM	*	7491.9	27.0	482.8	492.4	8494.1	3298.7	45.7	169.2	75.0	1273.8	4862.4	12354.3
BELMNT	BELMNT	12544.0	1544.4	2207.1	1217.0	17512.5	4614.3	538.7		609.4	1000.4	6762.8	19306.8
BELMNT	BEVRLY	36.4				36.4							36.4
BELMNT	BILRCA	48.1			12.4	60.5							48.1
BELMNT	BOSPPR	2960.0	86.4	23.5	104.5	3174.4	523.5	85.4	70.4	109.2		788.5	3748.5

TABLE C-1 (continued)

FROM	TO	••••••••• V E H I C L E S •••••••••••					••••••••••• P A S S E N G E R S •••••••••••••						TOTAL
TOWN	TOWN	AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	PERSONS
BELMNT	BRITON	1263.9	43.2	34.7	12.0	1353.8	408.9			290.6		699.5	1963.4
BELMNT	BRNTRE	36.4				36.4							36.4
BELMNT	BRDCTN	89.5				89.5	35.2					35.2	124.7
BELMNT	BROOKL	157.3	86.4	10.7	38.0	292.4	81.6	81.6				163.2	320.5
BELMNT	BURLTN	419.6		23.2		442.8	70.8					70.8	490.4
BELMNT	CAMBRG	8045.3	332.4	330.7	226.4	8934.8	3303.7	36.4		5499.2	35.2	8874.5	16919.8
BELMNT	CANTON	85.0				85.0							85.0
BELMNT	CHASTN	163.2			11.6	174.8							163.2
BELMNT	CHLMFD	181.4				181.4	57.0					57.0	238.4
BELMNT	CONCRD	430.0		44.8	24.0	498.8	355.0					355.0	785.0
BELMNT	DANVRS									58.7		58.7	58.7
BELMNT	DEDHAM	81.6				81.6							81.6
BELMNT	E-BSTN	257.4	21.6		11.4	290.4	40.8	40.8				81.6	339.0
BELMNT	EVERET	187.0				187.0							187.0
BELMNT	FNWYJP	1151.1	10.8	14.5		1176.4	349.2					349.2	1500.3
BELMNT	FRAMHM	195.6	29.1		12.1	236.8	81.6					81.6	277.2
BELMNT	LAWRNC	40.8				40.8	77.4					77.4	118.2
BELMNT	LEXNTN	1965.7	65.2	180.9	35.4	2247.2	1304.5	38.0		163.2	76.4	1582.1	3547.8
BELMNT	LINCLN	271.9		12.4		284.3	170.6					170.6	442.5
BELMNT	LITLTN	36.2				36.2	36.2					36.2	72.4
BELMNT	LOWELL	237.8				237.8	163.2					163.2	401.0
BELMNT	LYNN--				12.0	12.0							
BELMNT	MALDEN	134.1	10.5		12.2	156.8	45.1					45.1	179.2
BELMNT	MANCTR	77.2				77.2							77.2
BELMNT	MARBHD	119.7				119.7	40.2					40.2	159.9
BELMNT	MARLBO	128.4				128.4							128.4
BELMNT	MAYNRD	34.4		23.8		58.2	36.4					36.4	70.8
BELMNT	MEDFRD	520.7		39.5	11.4	571.6	107.8					107.8	628.5
BELMNT	MELROS	81.6	10.5			92.1							81.6
BELMNT	MILTON	167.0				167.0							167.0
BELMNT	N-DORC	122.4				122.4							122.4
BELMNT	NATICK	129.9		10.7	12.0	152.6	15.7					15.7	145.6
BELMNT	NEEDHM	240.6			12.2	252.8	116.4					116.4	357.0
BELMNT	NEWTON	1822.0	10.8	62.3	46.5	1941.6	719.2					719.2	2541.2
BELMNT	NORWOD	156.2				156.2							156.2
BELMNT	READNG	154.4				154.4							154.4
BELMNT	REVERE	120.3				120.3							120.3
BELMNT	ROXBRY	81.6				81.6	72.8					72.8	154.4
BELMNT	RSLNDL	81.3				81.3							81.3
BELMNT	S-BSTN	290.0			11.6	301.6	81.6					81.6	371.6
BELMNT	S-DORC						98.0					98.0	98.0
BELMNT	SAUGUS	40.8				40.8							40.8
BELMNT	SOMRVL	1334.2		47.1	47.6	1428.9	337.6					337.6	1671.8
BELMNT	STONHM	291.1				291.1	45.1					45.1	336.2
BELMNT	SUDBRY	47.7				47.7							47.7
BELMNT	TEWKSB	51.6				51.6							51.6
BELMNT	TYNGSB	18.0				18.0							18.0
BELMNT	W-ROXB	116.4				116.4							116.4
BELMNT	WAKEFD						77.0					77.0	77.0
BELMNT	WALPOL	17.9				17.9	17.9					17.9	35.8
BELMNT	WALTHM	3677.6	154.9	353.5	146.5	4332.5	1661.1	147.8		418.5		2227.4	5905.0
BELMNT	WATRTN	5371.0	572.7	320.3	190.3	6454.3	1491.8	72.8		77.2		1641.8	7012.8
BELMNT	WAYLND	292.4				292.4	154.4					154.4	446.8
BELMNT	WELSLY	350.2				350.2	77.4					77.4	427.6
BELMNT	WESBRO	40.8				40.8							40.8
BELMNT	WESTON	42.5				42.5							42.5
BELMNT	WINCTR	321.0			12.4	333.4	81.6				38.9	120.5	441.5
BELMNT	WINTHP				23.0	23.0							
BELMNT	WOBURN	239.1		37.5	12.4	289.0	115.0					115.0	354.1
BELMNT	*	47599.3	2978.9	3777.2	2254.9	56610.3	17065.6	1041.5	70.4	7226.0	1150.9	26554.4	74153.7
BERLIN	BERLIN	984.8			36.6	1021.4	329.6				288.4	618.0	1602.8
BERLIN	BILRCA	20.6				20.6							20.6
BERLIN	BOLTON	105.5				105.5	168.4					168.4	273.9
BERLIN	BOSPPR	61.8				61.8	41.2					41.2	103.0
BERLIN	CLINTN	660.2	19.0	150.1		829.3	201.8				41.2	243.0	903.2
BERLIN	FNWYJP	41.2				41.2							41.2
BERLIN	HARVRD	33.8		18.3		52.1							33.8
BERLIN	HUDSON	499.4		109.3		608.7	298.0				103.2	401.2	900.6
BERLIN	LANCTR	32.8				32.8							32.8
BERLIN	MARLBO	275.3		22.6		297.9	147.0					147.0	422.3
BERLIN	MAYNRD	61.8				61.8	20.6					20.6	82.4
BERLIN	NORBRO	176.2		68.1		244.3	41.2					41.2	217.4
BERLIN	WESTON				101.8	101.8							
BERLIN	*	2953.4	19.0	368.4	138.4	3479.2	1247.8				432.8	1680.6	4634.0
BEVRLY	BEVRLY	43768.2	263.5	4806.0	2193.2	51030.9	21973.0	778.3	162.9	839.9	1224.7	24978.8	68747.0
BEVRLY	BOSPPR	624.7		35.4		660.1	288.0			1933.4		2221.4	2846.1
BEVRLY	BOXFRD	127.1				127.1							127.1
BEVRLY	BRITON	51.3				51.3	39.3					39.3	90.6
BEVRLY	BRDCTN	17.1				17.1							17.1
BEVRLY	BROOKL	78.6				78.6							78.6
BEVRLY	BURLTN	40.5				40.5	121.5					121.5	162.0
BEVRLY	CAMBRG	197.5			13.1	210.6							197.5
BEVRLY	CANTON	35.0				35.0							35.0
BEVRLY	CHASTN	73.4		12.0		85.4							73.4
BEVRLY	CHLSEA	68.0				68.0							68.0
BEVRLY	COHAST	17.5				17.5							17.5
BEVRLY	CONCRD	38.8				38.8	38.8					38.8	77.6
BEVRLY	DANVRS	5799.4	3.0	499.0	203.1	6504.5	2319.8	36.4		238.2		2594.4	8393.8
BEVRLY	E-BSTN	288.2				288.2	34.0					34.0	322.2
BEVRLY	EASTON	17.6				17.6							17.6
BEVRLY	ESSEX-	503.6		45.9	15.3	564.8	420.3					420.3	923.9
BEVRLY	EVERET	174.9				174.9							174.9
BEVRLY	FNWYJP	488.1				488.1	152.8					152.8	640.9
BEVRLY	FRAMHM	77.5			12.1	89.6	37.8					37.8	115.3
BEVRLY	GEOGTN	171.4		12.0		183.4							171.4
BEVRLY	GLOUCS	820.7		153.5	35.0	1009.2	564.2		39.2	78.4		681.8	1502.5
BEVRLY	GROVLD	50.4				50.4							50.4
BEVRLY	HAMLTN	2904.4		71.8	77.5	3053.7	1289.5					1289.5	4193.9
BEVRLY	HAVRHL	117.3		20.8	12.0	150.1	73.4		31.8			105.2	222.5
BEVRLY	HUDSON			24.6		24.6							
BEVRLY	HYD-PK	36.7				36.7							36.7
BEVRLY	IPSWCH	925.6		47.2	84.6	1057.4	626.8			37.2		664.0	1589.6
BEVRLY	LAWRNC	203.7				203.7			32.2			32.2	235.9
BEVRLY	LEXNTN	122.4				122.4	46.8					46.8	169.2
BEVRLY	LOWELL	239.3		48.6		287.9							239.3
BEVRLY	LYNFLD	141.6				141.6	74.6					74.6	216.2
BEVRLY	LYNN--	2240.7			48.2	2288.9	602.2			73.4		675.6	2916.3
BEVRLY	MALDEN	73.4				73.4							73.4
BEVRLY	MANCTR	1165.6		133.9	23.8	1323.3	1154.0				77.2	1231.2	2396.8

TABLE C-1 (continued)

FROM TOWN	TO TOWN	VEHICLES					PASSENGERS						TOTAL PERSONS
		AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	
BEVRLY	MARBHO	1128.4		25.0	59.4	1212.8	290.1					290.1	1418.5
BEVRLY	MECFRO	244.3		11.4		255.7							244.3
BEVRLY	MELROS	37.8				37.8							37.8
REVRLY	MERIMC	35.4				35.4	70.8					70.8	106.2
BEVRLY	METHUN	63.6				63.6							63.6
BEVRLY	MICLTN	382.6			12.0	394.6	359.9					359.9	742.5
BEVRLY	MILTON						36.7					36.7	36.7
BEVRLY	N-ANOV	70.4				70.4							70.4
BEVRLY	N-OORC	79.4		12.0		91.4							79.4
BEVRLY	NATICK	37.8				37.8	37.8					37.8	75.6
BEVRLY	NEEOMM	16.2				16.2							16.2
BEVRLY	NEWB--	30.0		35.4		65.4	132.0					132.0	162.0
BEVRLY	NEWBPT	33.7				33.7	83.3			30.0		113.3	147.0
BEVRLY	NEWTON	117.3			11.7	129.0							117.3
BEVRLY	PEABOY	5654.0	8.5	130.4	146.0	5938.9	2650.0		93.6	151.0	38.8	2933.4	8587.4
BEVRLY	PLAINV	79.4				79.4	79.4					79.4	158.8
BEVRLY	QUINCY	17.7				17.7	38.0					38.0	55.7
BEVRLY	REAONG	109.9			12.4	122.3							109.9
BEVRLY	REVERE	375.1				375.1	73.4					73.4	448.5
BEVRLY	ROCKPT	269.1				269.1	167.6					167.6	436.7
BEVRLY	ROWLEY	243.4				243.4	74.8					74.8	318.2
BEVRLY	ROXBRY			12.0		12.0				35.2		35.2	35.2
BEVRLY	S-BSTN	103.2			24.0	127.2	68.0					68.0	171.2
BCVRLY	SALEM-	10849.5	42.5	435.7	546.6	11874.3	4961.5	36.7	123.2	759.2	39.7	5920.3	16769.8
BEVRLY	SALSBY	37.4		54.6		92.0							37.4
BEVRLY	SAUGUS	610.3			11.4	621.7	149.0					149.0	759.3
BEVRLY	SCMRVL	130.4				130.4							130.4
BEVRLY	STCNHM				12.0	12.0							
BEVRLY	SUCBRY				13.1	13.1							
BEVRLY	SWMSCT	507.3		45.2	34.6	587.1	75.2				41.2	116.4	623.7
BCVRLY	TEWKSB	49.2				49.2							49.2
BEVRLY	TOPSFO	396.7		35.4	47.2	479.3	289.0		158.8			447.8	844.5
BEVRLY	WAKEFO	118.2			11.4	129.6	149.2					149.2	267.4
BEVRLY	WALTHM	255.2			24.6	279.8							255.2
BEVRLY	WENHAM	2334.4		95.4		2429.8	1275.9		37.0	79.4		1392.3	3726.7
BEVRLY	WILMTN	130.2				130.2	17.2					17.2	147.4
BEVRLY	WINCTR	38.9				38.9							38.9
BEVRLY	WOBURN	151.7				151.7	36.9					36.9	188.6
BEVRLY	*	86438.3	317.5	6803.2	3684.3	97243.3	40972.5	851.4	678.7	4255.3	1421.6	48179.5	134617.8
BILRCA	BILRCA	11445.4	228.0	1472.0	775.0	13920.4	6007.8	210.1		97.6	5194.1	11509.6	22955.0
BILRCA	BOSPPR	565.3				565.3	197.4	16.3		332.9		546.6	1111.9
BILRCA	BRITON	144.1			12.0	156.1	16.3					16.3	160.4
BILRCA	BRNTRE	140.0				140.0							140.0
BILRCA	BROOKL	125.0				125.0							125.0
BILRCA	BURLTN	1871.2		111.8	131.4	2114.4	451.2	32.6	70.8		68.0	622.6	2493.8
BILRCA	CAMBRG	996.6			24.8	1021.4	97.4					97.4	1094.0
BILRCA	CARLIL	15.9		11.3		27.2	15.9					15.9	31.8
BILRCA	CHASTN	144.0			12.0	156.0	16.2			32.4		48.6	192.6
BILRCA	CHLMFD	1397.0	42.2	103.2	161.2	1703.6	715.4					715.4	2112.4
BILRCA	CHLSEA	65.0			11.8	76.8							65.0
BILRCA	CONCRO	508.5				508.5	158.5					158.5	667.0
BILRCA	DANVRS	30.8				30.8							30.8
BILRCA	DEDHAM	119.5				119.5							119.5
BILRCA	DRACUT	132.0	10.2	38.2		180.4	17.0					17.0	149.0
BILRCA	DUNSBL			26.2		26.2							
BILRCA	E-BSTN	210.0		24.0		234.0							210.0
BILRCA	EVERET	214.4				214.4	200.4					200.4	414.8
BILRCA	FNWYJP	202.4				202.4	80.1					80.1	282.5
BILRCA	FOXBRO	32.6				32.6							32.6
BILRCA	FRAMHM	106.3				106.3							106.3
BILRCA	HARVRD	32.4		12.4		44.8							32.4
BILRCA	HAVRHL	157.8			12.8	170.6	31.4					31.4	189.2
BILRCA	HOLBRK	16.4				16.4							16.4
BILRCA	HUDSON	68.9				68.9							68.9
BILRCA	LAWRNC	378.8		34.9	40.4	454.1	232.8					232.8	611.6
BILRCA	LEXNTN	479.0		25.4	23.7	528.1	178.0					178.0	657.0
BILRCA	LINCLN	89.8				89.8							89.8
BILRCA	LITLTN	31.4			24.4	55.8	18.1					18.1	49.5
BILRCA	LOWELL	3787.4	40.8	360.1	148.4	4336.7	1851.8	64.8		208.2		2124.8	5912.2
BILRCA	LYNFLD	52.5		16.6		69.1	110.4					110.4	162.9
BILRCA	LYNN--	121.6		12.2	28.6	162.4							121.6
BILRCA	MALDEN	410.8		24.4		435.2	102.2					102.2	513.0
BILRCA	MARLBO				14.6	14.6	16.4					16.4	16.4
BILRCA	MAYNRD	33.4				33.4							33.4
BILRCA	MEDFRD	309.0		14.6		323.6	80.0					80.0	389.0
BILRCA	MELROS	264.5			11.5	276.0	107.6					107.6	372.1
BILRCA	METHUN	98.6			35.4	134.0	31.4					31.4	130.0
BILRCA	MIDLTN			29.2		29.2							
BILRCA	N-ANOV	31.4				31.4							31.4
BILRCA	N-OORC						32.6					32.6	32.6
BILRCA	N-RDMG	82.0				82.0							82.0
BILRCA	NAHANT	15.7				15.7							15.7
BILRCA	NATICK	32.0				32.0							32.0
BILRCA	NEEDHM	15.7				15.7							15.7
BILRCA	NEWBPT	17.0				17.0							17.0
BILRCA	NEWTON	142.3		31.2	14.6	188.1	32.6					32.6	174.9
BILRCA	PEABDY	63.6				63.6							63.6
BILRCA	PEPREL				14.6	14.6							
BILRCA	QUINCY	17.0		14.6		31.6							17.0
BILRCA	READNG	223.6		12.2	27.2	263.0	106.7					106.7	330.3
BILRCA	REVERE	68.0			102.2	170.2	31.4					31.4	99.4
BILRCA	ROCKLD						16.5					16.5	16.5
BILRCA	ROXBRY	32.4		14.6		47.0	15.7					15.7	48.1
BILRCA	S-BSTN	159.5				159.5							159.5
BILRCA	S-OORC	32.4				32.4							32.4
BILRCA	SALEM-	16.2				16.2	48.6					48.6	64.8
BILRCA	SAUGUS	32.5				32.5							32.5
BILRCA	SOMRVL	528.6				528.6	104.9					104.9	633.5
BILRCA	SOUTHB	15.9				15.9							15.9
BILRCA	STCNHM	142.8			12.0	154.8	33.4					33.4	176.2
BILRCA	STOUTN	32.4				32.4							32.4
BILRCA	SUDBRY	32.5			12.1	44.6							32.5
BILRCA	TEWKSB	1416.4		175.9	60.9	1653.2	633.8	93.2			94.4	821.4	2237.8
BILRCA	TYNGSB			12.4		12.4							
BILRCA	W-ROXB						50.3					50.3	50.3
BILRCA	WAKEFD	116.8		11.3		128.1							116.8
BILRCA	WALPOL	47.0				47.0							47.0
BILRCA	WALTHM	716.2			36.9	753.1	145.5					145.5	861.7
BILRCA	WATRTN	192.7				192.7	95.6			16.3		111.9	304.6
BILRCA	WAYLND	15.7			26.7	42.4	15.7					15.7	31.4

TABLE C-1 (continued)

FROM TOWN	TO TOWN	VEHICLES AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	PASSENGERS AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	TOTAL PERSONS
BILRCA	WELSLY	65.9				65.9							65.9
BILRCA	WESBRO	31.4				31.4	16.5					16.5	47.9
BILRCA	WESFRD	160.8			43.8	204.6	65.1				33.6	98.7	259.5
BILRCA	WESTON	48.3				48.3							48.3
BILRCA	WILMTN	864.2		66.6	62.2	993.0	306.6					306.6	1170.8
BILRCA	WINCTR	224.7		14.6	11.5	250.8	31.4					31.4	256.1
BILRCA	WINTHP	16.3		16.6		32.9							16.3
BILRCA	WOBURN	1586.0		22.6	47.8	1656.4	636.3			65.2		701.5	2287.5
BILRCA	*	32034.2	321.2	2709.1	1940.5	37005.0	13152.9	417.0	70.8	752.6	5390.1	19783.4	51817.6
BLKSTN	BLKSTN	3188.2	105.0	13.1	10.9	3317.2	1380.0			86.0	791.2	2257.2	5445.4
BLKSTN	BOSPPR									16.5		16.5	16.5
BLKSTN	BRGWTR			11.5		11.5							
BLKSTN	DEDHAM	34.4		22.0		56.4							34.4
BLKSTN	E-BWTR	30.0				30.0							30.0
BLKSTN	FOXBRO	50.1				50.1							50.1
BLKSTN	FRAMHM	172.0				172.0							172.0
BLKSTN	FRNKLN	114.1		21.8		135.9	34.4					34.4	148.5
BLKSTN	HOPEDL	119.7				119.7	101.8					101.8	221.5
BLKSTN	MEDFLD						34.4					34.4	34.4
BLKSTN	MENDON	30.0				30.0	34.4					34.4	64.4
BLKSTN	MILFRD	220.3			10.9	231.2	84.9				68.8	153.7	374.0
BLKSTN	MILLVL	626.8	5.0			631.8	380.9			30.0	150.0	560.9	1187.7
BLKSTN	NATICK						34.4					34.4	34.4
BLKSTN	NORBRG	68.8				68.8							68.8
BLKSTN	NORFLK	68.8				68.8							68.8
BLKSTN	NORWOO	34.4				34.4							34.4
BLKSTN	PLAINV	15.7				15.7							15.7
BLKSTN	UXBRDG	252.3			27.2	279.5	91.3					91.3	343.6
BLKSTN	WALPOL			13.0		13.0							
BLKSTN	WALTHM	34.4				34.4	34.4					34.4	68.8
BLKSTN	WESFRD						15.4					15.4	15.4
BLKSTN	WEYMTH	34.4				34.4							34.4
BLKSTN	WRENTM	34.4				34.4	68.8					68.8	103.2
BLKSTN	*	5128.8	110.0	81.4	49.0	5369.2	2295.1			132.5	1010.0	3437.6	8566.4
BOLTON	BOLTON	544.3		227.7		772.0	362.8	15.9			589.4	968.1	1512.4
BOLTON	BOSPPR	17.7				17.7	17.7			75.2		92.9	110.6
BOLTON	CAMBRG	31.8		24.8		56.6							31.8
BOLTON	CLINTN	689.3		85.4	12.3	787.0	444.7	15.9				460.6	1149.9
BOLTON	CONCRD	63.6				63.6							63.6
BOLTON	FNWYJP	38.6				38.6							38.6
BOLTON	GROTON	15.9				15.9					40.2	40.2	56.1
BOLTON	HARVRD	289.8			31.4	321.2							289.8
BOLTON	HOLBRK	32.8				32.8							32.8
BOLTON	HUDSON	303.7	30.0	126.5	12.3	472.5	184.0					184.0	487.7
BOLTON	LANCTR	291.5		11.6		303.1	64.6				278.8	343.4	634.9
BOLTON	LEXNTN	38.6				38.6							38.6
BOLTON	LINCLN	17.7				17.7	17.7		36.4			54.1	71.8
BOLTON	MARBHD	15.9				15.9							15.9
BOLTON	MARLBO	161.2				161.2	95.4					95.4	256.6
BOLTON	MAYNRD	166.9		25.3		192.2	38.6					38.6	205.5
BOLTON	MILTON	37.6				37.6				37.6		37.6	75.2
BOLTON	NORBRO	47.9				47.9							47.9
BOLTON	PEPREL	32.2				32.2							32.2
BOLTON	SHIRLY	15.9				15.9							15.9
BOLTON	SOUTHB				12.3	12.3							
BOLTON	STONHM						42.3					42.3	42.3
BOLTON	STOW--	155.0				155.0	31.0	31.0	15.5		357.7	435.2	590.2
BOLTON	SUDBRY	15.9		26.2		42.1							15.9
BOLTON	WALTHM	110.3				110.3							110.3
BOLTON	WATRTN	31.8				31.8							31.8
BOLTON	WAYLND	18.1				18.1							18.1
BOLTON	WOBURN						42.3					42.3	42.3
BOLTON	*	3184.0	30.0	527.5	68.3	3809.8	1341.1	62.8	51.9	112.8	1266.1	2834.7	6018.7
BOSPPR	BOSPPR	23544.1	22824.0	18226.7	13959.3	78554.1	9072.6	7149.4		38566.0	140.7	54928.7	78472.8
BOSPPR	BOXFRD	63.2			12.0	75.2	47.4					47.4	110.6
BOSPPR	BRGWTR	47.9			34.5	82.4	205.6			136.3		341.9	389.8
BOSPPR	BRITON	9373.8	840.3	377.0	390.5	10981.6	4304.0	309.7		17607.0		22220.7	31594.5
BOSPPR	BRNTRE	2986.8		147.9	61.5	3196.2	2184.4			70.7		2255.1	5241.9
BOSPPR	BROCTN	2579.9		48.0	87.0	2714.9	1289.2			17.3	32.6	1339.1	3919.0
BOSPPR	BROOKL	10705.1	1182.7	388.7	240.1	12516.6	4856.0	748.5	76.1	16257.5		21938.1	32643.2
BOSPPR	BURLTN	965.3		28.0		993.3	209.6			35.4		245.0	1210.3
BOSPPR	CAMBRG	13158.5	1695.2	1060.1	1502.1	17415.9	5472.6	1198.2	68.6	54089.4	37.0	60865.8	74024.3
BOSPPR	CANTON	897.9		85.5	185.5	1168.9	599.0			1232.8		1831.8	2729.7
BOSPPR	CARLSL	66.0				66.0	33.0					33.0	99.0
BOSPPR	CHASTN	2445.5	732.6	535.4	1021.3	4734.8	824.7	736.1		24406.0	122.6	26089.4	28534.9
BOSPPR	CHLMFD	347.4		36.3		383.7	145.3					145.3	492.7
BOSPPR	CHLSEA	2626.1	261.5	105.7	221.4	3214.7	1091.1		84.2			1175.3	3801.4
BOSPPR	CLINTN	132.8			11.6	144.4	49.6					49.6	182.4
BOSPPR	COHAST	560.0		11.6		571.6	471.9			227.5		699.4	1259.4
BOSPPR	CONCRD	863.6	26.2	20.8	107.2	1017.8	192.6			859.8		1052.4	1916.0
BOSPPR	DANVRS	626.8				626.8	263.4			74.8		338.2	965.0
BOSPPR	DEDHAM	1997.5	44.4	151.9	13.1	2206.9	731.9			1824.1		2556.0	4553.5
BOSPPR	DOVER-	187.8				187.8	17.2					17.2	205.0
BOSPPR	DRACUT	68.0				68.0							68.0
BOSPPR	DUXBRY	229.2		24.0	22.6	275.8	171.9			38.2		210.1	439.3
BOSPPR	E-BSTN	3852.2	2602.1	212.2	390.5	7057.0	2016.6	714.8		20984.3		23715.7	27567.9
BOSPPR	E-BWTR	45.0				45.0							45.0
BOSPPR	EASTON	72.4				72.4	108.8			17.6		126.4	198.8
BOSPPR	ESSEX-	101.1				101.1	73.4					73.4	174.5
BOSPPR	EVERET	3055.5	80.4	104.3	234.8	3475.0	1421.5			13878.3	38.0	15337.8	18393.3
BOSPPR	FNWYJP	17965.4	6298.1	1814.7	1701.6	27779.8	7284.7	1794.3		59100.5	158.5	68338.0	86303.4
BOSPPR	FOXBRO	214.5				214.5							214.5
BOSPPR	FRAMHM	1736.3		36.3	36.1	1808.7	901.1			845.3		1746.4	3482.7
BOSPPR	FRNKLN	101.5		29.8		131.3	32.6			244.5		277.1	378.6
BOSPPR	GEOGTN	99.6				99.6							99.6
BOSPPR	GLOUCS	101.8	11.1	24.4	50.2	187.5				467.3		467.3	569.1
BOSPPR	GROTON	100.5				100.5	60.3					60.3	160.8
BOSPPR	GROVLD	33.6				33.6							33.6
BOSPPR	HALIFX	68.8		26.8		95.6	34.4					34.4	103.2
BOSPPR	HAMLTN	148.0				148.0				499.5		499.5	647.5
BOSPPR	HANOVR	532.4		11.0		543.4	150.1			82.2		232.3	764.7
BOSPPR	HANSON	132.0				132.0	164.0			32.8		196.8	328.8
BOSPPR	HARVRD	48.9			32.4	81.3	180.4				30.8	211.2	260.1
BOSPPR	HAVRHL	465.6			36.9	502.5	48.4			284.7		333.1	798.7
BOSPPR	HINGHM	1601.8	22.2	22.7	35.6	1682.3	676.8			549.3		1226.1	2827.9
BOSPPR	HOLBRK	658.3				658.3	330.3					330.3	988.6
BOSPPR	HOLSTN	229.7				229.7	138.8					138.8	368.5

TABLE C-1 (continued)

FROM TOWN	TO TOWN	VEHICLES					PASSENGERS						TOTAL PERSONS
		AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	
BOSPPR	HOPEDL				10.2	10.2							
BOSPPR	HOPKTN			31.8		31.8							
BOSPPR	HUDSON	172.0				172.0	103.2			20.6		123.6	295.8
BOSPPR	HULL--	753.1	8.0	55.1		816.2	369.6					369.6	1122.7
BOSPPR	HYD-PK	3306.1	88.8	118.0	86.6	3599.5	1751.1	82.4		1341.1		3174.6	6480.7
BOSPPR	IPSWCH	124.9				124.9	118.3			332.1		450.4	575.3
BOSPPR	LANCTR	32.8				32.8	16.4					16.4	49.2
BOSPPR	LAWRNC	606.2			44.8	651.0	154.4			1142.0	34.0	1330.4	1936.6
BOSPPR	LEXNTN	1959.6	10.3	24.8	39.0	2033.7	778.8			457.9		1236.7	3196.3
BOSPPR	LINCLN	306.9	11.1			318.0	53.1			152.5		205.6	512.5
BOSPPR	LITLTN	145.6				145.6	57.1			75.2		132.3	277.9
BOSPPR	LOWELL	480.0	11.1	10.8	37.2	539.1	293.7			1596.2		1889.9	2369.9
BOSPPR	LYNFLD	853.6				853.6	284.4					284.4	1138.0
BOSPPR	LYNN--	2422.8	40.6	24.4	218.5	2706.3	1161.0			2591.5		3752.5	6175.3
BOSPPR	MALDEN	4081.7	109.8	136.5	123.7	4451.7	1387.7			466.4		1854.1	5935.8
BOSPPR	MANCTR	38.6				38.6	77.2			462.6		539.8	578.4
BOSPPR	MARBHD	1166.5		12.0		1178.5	521.4			162.0	80.4	763.8	1930.3
BOSPPR	MARLBO	149.0				149.0	147.6			135.3		282.9	431.9
BOSPPR	MARSFD	478.1			69.2	547.3	370.4			96.6		467.0	945.1
BOSPPR	MATAPN	3948.9	328.8	171.2	95.4	4544.3	1484.0	39.3	39.0	3873.5		5435.8	9384.7
BOSPPR	MAYNRD	143.7				143.7	68.8					68.8	212.5
BOSPPR	MEDFLD	157.0		22.8	25.5	205.3	141.3			31.4		172.7	329.7
BOSPPR	MEDFRD	5901.0	308.0	161.4	346.1	6716.5	2741.8	117.8		824.5		3684.1	9585.1
BOSPPR	MEDWAY	102.0				102.0	17.0			34.0		51.0	153.0
BOSPPR	MELROS	2268.3		34.3		2302.6	1534.7			3905.4		5440.1	7708.4
BOSPPR	METHUN	263.9		13.9	24.2	302.0	116.2			49.5		165.7	429.6
BOSPPR	MIDLTN	69.0				69.0	17.6					17.6	86.6
BOSPPR	MILFRD	131.5				131.5	80.5			33.0		113.5	245.0
BOSPPR	MILLIS	119.7				119.7	102.6			100.4		203.0	322.7
BOSPPR	MILTON	4226.7	40.0	51.0	74.0	4391.7	1827.8	112.0		2127.6		4067.4	8294.1
BOSPPR	N-ANDV	47.4				47.4				31.6		31.6	79.0
BOSPPR	N-DORC	9549.2	1254.3	760.7	688.9	12253.1	4560.4	468.1		23460.6	74.1	28563.2	38112.4
BOSPPR	N-RDNG	252.0		15.6		267.6	100.0			33.6		133.6	385.6
BOSPPR	NAHANT	140.0		22.9		162.9	105.0					105.0	245.0
BOSPPR	NATICK	1048.4			23.5	1071.9	579.7		39.7	532.7	17.5	1169.6	2218.0
BOSPPR	NEEDHM	1654.8	22.2	21.8	106.6	1805.4	746.3			2416.0		3162.3	4817.1
BOSPPR	NEWB--	45.0				45.0	60.0					60.0	105.0
BOSPPR	NEWBPT	216.2			13.0	229.2	76.8			388.2		465.0	681.2
BOSPPR	NEWTON	9701.5	163.8	114.7	211.4	10191.4	3019.8	285.4		12529.1	15.9	15850.2	25551.7
BOSPPR	NORBRG						16.1					16.1	16.1
BOSPPR	NORBRO	64.0				64.0	16.0				32.0	48.0	112.0
BOSPPR	NORFLK	96.0				96.0	32.0			48.0		80.0	176.0
BOSPPR	NORWEL	569.5				569.5	346.7			85.2		431.9	1001.4
BOSPPR	NORWOD	732.2		57.2	34.6	824.0	125.1		39.0	921.6		1085.7	1817.9
BOSPPR	PEABDY	1466.7		36.0	23.8	1526.5	952.2			86.1		1038.3	2505.0
BOSPPR	PEMBRK	429.6	2.0	29.0	13.0	473.6	135.4					135.4	565.0
BOSPPR	PEPREL	16.1				16.1							16.1
BOSPPR	PLAINV	17.8		13.9		31.7				142.4		142.4	160.2
BOSPPR	QUINCY	9069.1	149.3	321.1	684.4	10223.9	4504.0		70.0	531.9		5105.9	14175.0
BOSPPR	RANDLP	1680.6	55.5	25.6	26.2	1787.9	538.8					538.8	2219.4
BOSPPR	READNG	1160.6	18.0	25.6	50.3	1254.5	308.9			2082.1		2391.0	3551.6
BOSPPR	REVERE	3629.8	98.9	74.4	324.6	4127.7	3162.5	178.6		9600.1	50.3	12991.5	16621.3
BOSPPR	ROCKLD	562.5		22.6		585.1	261.6					261.6	824.1
BOSPPR	ROCKPT	81.0				81.0	32.4			324.0		356.4	437.4
BOSPPR	ROWLEY	18.7			25.4	44.1	37.4					37.4	56.1
BOSPPR	ROXBRY	7589.0	3716.9	1222.1	1187.2	13715.2	2506.8	765.8	90.4	26402.0		29765.0	37354.0
BOSPPR	RSLNDL	2252.3	155.4	96.0	72.1	2575.8	1349.9	77.6		523.3	36.7	1987.5	4239.8
BOSPPR	S-BSTN	10150.1	2486.4	2783.1	4221.2	19640.8	3788.1	1040.3	110.2	21063.2		26001.8	36151.9
BOSPPR	S-DORC	3847.1	204.7	371.5	167.5	4590.8	1479.9		75.2	18188.4		19743.5	23590.6
BOSPPR	SALEM-	710.1			57.4	767.5	188.2			875.4		1063.6	1773.7
BOSPPR	SALSBY	16.1			15.5	31.6	16.7					16.7	32.8
BOSPPR	SAUGUS	836.8		12.0	99.6	948.4	1123.9			337.6		1461.5	2298.3
BOSPPR	SCITUT	1298.7		24.4		1323.1	980.0			190.0		1170.0	2468.7
BOSPPR	SHARON	610.9	55.5		24.0	690.4	112.4			754.7		867.1	1478.0
BOSPPR	SHERBN	193.4				193.4	31.6					31.6	225.0
BOSPPR	SHIRLY									93.6		93.6	93.6
BOSPPR	SOMRVL	5128.3	535.5	350.4	394.8	6409.0	3480.7	228.7		1529.7		5239.1	10367.4
BOSPPR	SOUTHB	15.9			12.7	28.6	77.7					77.7	93.6
BOSPPR	STONHM	818.4		21.7	12.4	852.5	516.2					516.2	1334.6
BOSPPR	STOUTN	792.8		46.6	35.3	874.7	322.4			480.8	32.4	835.6	1628.4
BOSPPR	STOW--	31.0				31.0							31.0
BOSPPR	SUDBRY	283.6				283.6	16.0			210.2		226.2	509.8
BOSPPR	SWMSCT	288.4	18.0	11.7	11.4	329.5	164.8			861.8		1026.6	1315.0
BOSPPR	TEWKSB	188.2	11.1	36.2	35.0	270.5	89.0					89.0	277.2
BOSPPR	TOPSFD	102.0			22.2	124.2	85.0					85.0	187.0
BOSPPR	TYNGSB	32.6			97.8	130.4							32.6
BOSPPR	UPTON-	18.3				18.3							18.3
BOSPPR	UXBRDG	33.5				33.5							33.5
BOSPPR	W-BWTR	60.8			12.0	72.8	91.2					91.2	152.0
BOSPPR	W-NBRY	63.2				63.2	98.6					98.6	161.8
BOSPPR	W-ROXB	2199.4	155.4	48.0	58.8	2461.6	1325.0			1438.7	33.0	2796.7	4996.1
BOSPPR	WAKEFD	1222.6		11.3	35.3	1269.2	694.8			2848.9		3543.7	4766.3
BOSPPR	WALPOL	499.3			10.4	509.7	163.6			150.6		314.2	813.5
BOSPPR	WALTHM	2381.5	54.6	82.5	136.4	2655.0	878.5			565.7		1444.2	3825.7
BOSPPR	WATRTN	2521.2	11.1	71.3	130.1	2733.7	984.0		15.7	901.6		1901.3	4422.5
BOSPPR	WAYLND	445.9			12.0	457.9	16.6			164.1	33.2	213.9	659.8
BOSPPR	WELSLY	2195.0		33.6	23.5	2252.1	794.9			1776.0	39.9	2610.8	4805.8
BOSPPR	WENHAM	74.0				74.0							74.0
BOSPPR	WESBRO	99.4			37.6	137.0				33.0		33.0	132.4
BOSPPR	WESTON	964.5		50.8		1015.3	383.0			353.8		736.8	1701.3
BOSPPR	WESTWD	416.1		22.8	35.2	474.1	145.1			1275.2		1420.3	1836.4
BOSPPR	WEYMTH	3690.8	44.4	80.2	69.4	3884.8	1877.8			157.4	37.3	2072.5	5763.3
BOSPPR	WHITMN	501.7				501.7	308.2		34.6		34.6	377.4	879.1
BOSPPR	WILMTN	318.4		68.5		386.9	223.6			942.8		1166.4	1484.8
BOSPPR	WINCTR	876.0			32.8	908.8	495.7			2887.8		3383.5	4259.5
BOSPPR	WINTHP	1149.6	38.2		36.3	1224.1	580.4	39.3		278.9		898.6	2048.2
BOSPPR	WOBURN	1453.2		84.0	72.0	1609.2	960.9	41.6		1540.7		2543.2	3996.4
BOSPPR	WRENTM	76.8				76.8	49.4			16.3		65.7	142.5
BOSPPR	*	238942.9	46828.5	31467.6	30975.8	348214.8	107750.6	16127.9	742.7	412495.8	1111.5	538228.5	777171.4
BOXBRO	BOXBRO	111.2		26.8	12.2	150.2	173.8	15.8			268.6	458.2	569.4
BOXBRO	BRITON	19.5				19.5							19.5
BOXBRO	BURLTN	19.5				19.5							19.5
BOXBRO	CHLMFD	47.4				47.4	79.0					79.0	126.4
BOXBRO	CONCRD	158.6				158.6	63.2					63.2	221.8
BOXBRO	FNWYJP						15.8					15.8	15.8
BOXBRO	HARVRD	78.6			24.4	103.0	78.6					78.6	157.2
BOXBRO	HUDSON	34.4				34.4							34.4
BOXBRO	LANCTR	15.4				15.4	15.4					15.4	30.8
BOXBRO	LITLTN						31.6					31.6	31.6
BOXBRO	LOWELL	31.6				31.6							31.6
BOXBRO	MAYNRD	126.4			20.2	146.6	78.6					78.6	205.0

TABLE C-1 (continued)

FROM TOWN	TO TOWN	VEHICLES AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	PASSENGERS AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	TOTAL PERSONS
BOXBRO	MEDFRD	31.6				31.6							31.6
BOXBRO	PEPREL						15.8					15.8	15.8
BOXBRO	STOW--	47.4			20.2	67.6							47.4
BOXBRO	TYNGSB						31.6					31.6	31.6
BOXBRO	WALTHM	15.8				15.8							15.8
BOXBRO	WESFRD						15.8					15.8	15.8
BOXBRO	*	737.4		26.8	77.0	841.2	599.2	15.8			268.6	883.6	1621.0
BOXFRD	BOXFRD	1750.2	1.0	391.5		2142.7	546.6	15.8			1155.6	1718.0	3468.2
BOXFRD	CAMBRG						16.8					16.8	16.8
BOXFRD	CHASTN			11.8		11.8							
BOXFRD	CONCRD	15.8				15.8							15.8
BOXFRD	DANVRS	304.2				304.2	217.0					217.0	521.2
BOXFRD	E-BSTN	79.0				79.0							79.0
BOXFRD	EVERET	31.6				31.6							31.6
BOXFRD	FNWYJP	31.6				31.6	17.4					17.4	49.0
BOXFRD	GEOGTN	611.2	2.0	35.4		648.6	95.6					95.6	706.8
BOXFRD	GLOUCS			24.2	13.4	37.6							
BOXFRD	GROVLD	99.9		12.1		112.0							99.9
BOXFRD	HAMLTN	63.2				63.2	31.6					31.6	94.8
BOXFRD	HAVRHL	30.2		24.9	25.6	80.7	45.8					45.8	76.0
BOXFRD	IPSWCH						31.6					31.6	31.6
BOXFRD	LAWRNC	94.8		11.2		106.0	61.6					61.6	156.4
BOXFRD	LOWELL				10.4	10.4							
BOXFRD	LYNFLD	31.6				31.6	73.6					73.6	105.2
BOXFRD	LYNN--	161.9			24.8	186.7	142.2					142.2	304.1
BOXFRD	MALDEN	156.7				156.7							156.7
BOXFRD	MARBHD	55.5				55.5							55.5
BOXFRD	MELROS	63.2				63.2	15.8					15.8	79.0
BOXFRD	MERIMC			12.8		12.8							
BOXFRD	MIDLTN	32.6			12.0	44.6	15.0				844.8	859.8	892.4
BOXFRD	N-ANDV	173.8				173.8							173.8
BOXFRD	N-RDNG	73.9				73.9							73.9
BOXFRD	NEWB--				12.0	12.0							
BOXFRD	NEWBPT	142.6			30.4	173.0							142.6
BOXFRD	NEWTON	30.0				30.0							30.0
BOXFRD	PEABDY	276.6				276.6	123.2					123.2	399.8
BOXFRD	QUINCY	31.6				31.6							31.6
BOXFRD	ROCKPT						32.4					32.4	32.4
BOXFRD	ROWLEY						18.7					18.7	18.7
BOXFRD	SALEM-	93.2			12.0	105.2	15.8					15.8	109.0
BOXFRD	SAUGUS	219.6				219.6							219.6
BOXFRD	STONHM	42.3				42.3							42.3
BOXFRD	SWMSCT				22.6	22.6							
BOXFRD	TOPSFD	504.2		47.2	22.2	573.6	243.0	17.0			935.0	1195.0	1699.2
BOXFRD	WAKEFD	109.2		12.3		121.5							109.2
BOXFRD	WALTHM	31.6				31.6							31.6
BOXFRD	WELSLY	15.8				15.8							15.8
BOXFRD	WENHAM	38.8			13.4	52.2							38.8
BOXFRD	WINTHP	15.0				15.0							15.0
BOXFRD	*	5411.4	3.0	583.4	198.8	6196.6	1743.7	32.8			2935.4	4711.9	10123.3
BRGWTR	BRGWTR	8950.8	564.0	2296.1	293.5	12104.4	3313.6	192.0	47.9	15.9	1918.3	5487.7	14438.5
BRGWTR	BRITON	16.0				16.0							16.0
BRGWTR	BRNTRE	124.6			23.0	147.6	81.9				16.0	97.9	222.5
BRGWTR	BROCTN	3898.5		323.0	133.0	4354.5	1497.4		34.2	85.7	35.8	1653.1	5551.6
BRGWTR	CAMBRG	60.4				60.4							60.4
BRGWTR	CANTON	32.0			36.7	68.7							32.0
BRGWTR	CHASTN										16.0	16.0	16.0
BRGWTR	CONCRD	32.0				32.0							32.0
BRGWTR	DEDHAM	115.3				115.3	90.3					90.3	205.6
BRGWTR	DUXBRY	140.4				140.4	64.0					64.0	204.4
BRGWTR	E-BSTN		11.1			11.1							
BRGWTR	E-BWTR	1236.4		129.2	25.0	1390.6	730.2	46.0	30.0		30.0	836.2	2072.6
BRGWTR	EASTON	185.5		47.4	12.5	245.4	51.2					51.2	236.7
BRGWTR	EVERET						32.0					32.0	32.0
BRGWTR	FNWYJP	116.0				116.0	32.0					32.0	148.0
BRGWTR	FOXBRO	16.5				16.5							16.5
BRGWTR	FRAMHM	49.0				49.0	16.0					16.0	65.0
BRGWTR	HALIFX	115.2		12.5		127.7	32.0					32.0	147.2
BRGWTR	HANOVR	32.9				32.9	80.0					80.0	112.9
BRGWTR	HANSON	307.4				307.4	113.4					113.4	420.8
BRGWTR	HINGHM			11.6		11.6							
BRGWTR	HOLBRK	32.4				32.4	19.5					19.5	51.9
BRGWTR	LAWRNC				11.5	11.5							
BRGWTR	LOWELL			10.4		10.4							
BRGWTR	LYNN--	16.0				16.0							16.0
BRGWTR	MILFRD	44.4			12.0	56.4							44.4
BRGWTR	MILTON	16.0		13.5		29.5	63.6					63.6	79.6
BRGWTR	NATICK	16.0				16.0							16.0
BRGWTR	NEEDHM	64.0				64.0							64.0
BRGWTR	NEWTON	32.0				32.0							32.0
BRGWTR	NORFLK				32.8	32.8							
BRGWTR	NORWEL			11.9		11.9							
BRGWTR	PEMBRK	67.2		13.5		80.7							67.2
BRGWTR	QUINCY	48.4			69.2	117.6							48.4
BRGWTR	RANDLP				24.0	24.0							
BRGWTR	REVERE						15.9					15.9	15.9
BRGWTR	ROCKLD	100.8			12.5	113.3	211.7					211.7	312.5
BRGWTR	ROXBRY		11.1			11.1	112.8					112.8	112.8
BRGWTR	S-BSTN				11.5	11.5							
BRGWTR	S-GORC				11.5	11.5							
BRGWTR	SALEM-			10.4		10.4							
BRGWTR	SCITUT	16.1				16.1	48.1					48.1	64.2
BRGWTR	SHARON	81.1				81.1							81.1
BRGWTR	STOUTN	226.6			23.3	249.9	32.4					32.4	259.0
BRGWTR	W-BWTR	903.6		111.5	79.3	1094.4	458.7	15.2				473.9	1377.5
BRGWTR	W-ROXB	15.9				15.9							15.9
BRGWTR	WALPOL	31.8				31.8							31.8
BRGWTR	WALTHM	31.8				31.8							31.8
BRGWTR	WATRTN	32.0				32.0							32.0
BRGWTR	WEYMTH	135.6				135.6	42.1				42.1	84.2	219.8
BRGWTR	WHITMN	468.1		56.9	57.3	582.3	135.8					135.8	603.9
BRGWTR	*	17808.7	586.2	3047.9	868.6	22311.4	7274.6	253.2	112.1	101.6	2058.2	9799.7	27608.4
BRITON	BRITON	19285.9	664.9	3926.3	2191.0	26068.1	8033.5	544.9	83.4	4590.0		13251.8	32537.7
BRITON	BRNTRE	223.0		40.6	24.0	287.6	220.4					220.4	443.4
BRITON	BROCTN	668.7		36.6		705.3	84.7					84.7	753.4
BRITON	BROOKL	8788.6	574.1	950.3	481.3	10794.3	2634.2	136.9		4254.0		7025.1	15813.7
BRITON	BURLTN	191.0		12.4		203.4	35.4					35.4	226.4
BRITON	CAMBRG	8866.7	202.8	463.4	840.5	10373.4	2651.2	270.3		6809.5		9731.0	18597.7

TABLE C-1 (continued)

FROM TOWN	TO TOWN	********* V E H I C L E S ***********					*********** P A S S E N G E R S *************						TOTAL PERSONS
		AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	
BRITON	CANTON	93.2		47.1		140.3	514.8					514.8	608.0
BRITON	CARLIL	16.5				16.5	33.0					33.0	49.5
BRITON	CHASTN	640.2		94.4	103.2	837.8	237.6			618.4		856.0	1496.2
BRITON	CHLMFD	89.3				89.3							89.3
BRITON	CHLSEA	500.0		81.4	45.9	627.3	39.9					39.9	539.9
BRITON	COHAST	35.0				35.0							35.0
BRITON	CONCRD	469.4			33.6	503.0	70.4					70.4	539.8
BRITON	DANVRS	216.8		12.0		228.8							216.8
BRITON	DEDHAM	797.6		37.1	44.2	078.9	300.2					300.2	1097.8
BRITON	DOVER-	137.4				137.4							137.4
BRITON	DRACUT						34.0					34.0	34.0
BRITON	E-BSTN	700.4	76.8	142.4	72.6	992.2	308.8			481.7		790.5	1490.9
BRITON	E-BWTR				10.5	10.5							
BRITON	EASTON	91.2		23.4		114.6							91.2
BRITON	EVERET	554.2		52.3	100.4	706.9	236.7	43.7		196.0		476.4	1030.6
BRITON	FNWYJP	7623.8	516.2	352.6	566.8	9059.4	3034.9	160.5	15.7	5935.2		9146.3	16770.1
BRITON	FOXBRO	119.5				119.5	71.2					71.2	190.7
BRITON	FRAMHM	642.6		35.7	12.1	690.4	113.4			30.6		144.0	786.6
BRITON	FRNKLN				10.4	10.4	32.6					32.6	32.6
BRITON	GLOUCS	34.7				34.7	78.4					78.4	113.1
BRITON	HAMLTN	37.0				37.0							37.0
BRITON	HARVRD	128.6		52.0	41.6	222.2							128.6
BRITON	HAVRHL				12.8	12.8							
BRITON	HINGHM	97.2		34.4		131.6	33.8					33.8	131.0
BRITON	HOLBRK			25.2		25.2	35.8					35.8	35.8
BRITON	HOLSTN	52.0				52.0							52.0
BRITON	HOPKTN	32.6			13.4	46.0							32.6
BRITON	HUDSON	17.2				17.2							17.2
BRITON	HULL--	154.6				154.6	33.6					33.6	188.2
BRITON	HYD-PK	801.2		23.8	36.0	861.0	200.8					200.8	1002.0
BRITON	LAWRNC	50.9			11.2	62.1	16.5					16.5	67.4
BRITON	LEXNTN	725.3		12.4		737.7	289.9					289.9	1015.2
BRITON	LINCLN	73.8	11.1			84.9	37.4					37.4	111.2
BRITON	LITLTN	19.5		24.6		44.1							19.5
BRITON	LOWELL	95.2				95.2	70.4					70.4	165.6
BRITON	LYNFLD	220.4			12.0	232.4							220.4
BRITON	LYNN--	230.3		12.0		242.3	152.6					152.6	382.9
BRITON	MALDEN	561.0		47.5	72.4	680.9				37.9		37.9	598.9
BRITON	MARBHD				12.0	12.0							
BRITON	MARSFD	79.4				79.4							79.4
BRITON	MATAPN	650.5	11.1	35.6	48.0	745.2	273.6			71.0		344.6	995.1
BRITON	MEDFLD	31.9				31.9							31.9
BRITON	MEDFRD	1589.8	17.6	90.4	104.2	1802.0	268.4			141.3		409.7	1999.5
BRITON	MEDWAY	34.0				34.0	17.0					17.0	51.0
BRITON	MELROS	450.1		36.0		486.1	41.0					41.0	491.1
BRITON	METHUN						33.0					33.0	33.0
BRITON	MIDLTN				16.0	16.0							
BRITON	MILFRD	32.2				32.2	32.2					32.2	64.4
BRITON	MILLIS	68.4				68.4							68.4
BRITON	MILTON	111.6		41.6		153.2	35.4			98.6		134.0	245.6
BRITON	N-ANDV	38.1				38.1							38.1
BRITON	N-DORC	2313.4	66.6	60.4	119.1	2559.5	1325.2	86.7		679.2		2091.1	4404.5
BRITON	N-RDNG	32.8		15.6		48.4							32.8
BRITON	NAHANT	70.0				70.0							70.0
BRITON	NATICK	663.2		34.1	25.4	722.7	232.1			75.3		307.4	970.6
BRITON	NEEDHM	822.7		49.2	60.6	932.5	314.7					314.7	1137.4
BRITON	NEWBPT	98.6				98.6							98.6
BRITON	NEWTON	9421.5	235.5	874.9	294.7	10826.6	4596.7	45.7	73.4	2134.2		6850.0	16271.5
BRITON	NORBRO			16.6		16.6	32.0					32.0	32.0
BRITON	NORWOD	499.6			11.4	511.0	51.2					51.2	550.8
BRITON	PEABDY	469.9			12.2	482.1	243.4					243.4	713.3
BRITON	QUINCY	591.3			48.0	639.3	149.6					149.6	740.9
BRITON	RANDLP	276.1				276.1	278.4	98.6				377.0	653.1
BRITON	READNG	124.2		48.0		172.2							124.2
BRITON	REVERE	443.9		37.0		480.9	102.0			282.6		384.6	828.5
BRITON	ROCKLD	32.6		12.0	11.4	56.0	33.0					33.0	65.6
BRITON	ROCKPT	102.0	11.1			113.1							102.0
BRITON	ROXBRY	1228.8	144.3	139.9	145.3	1658.3	902.5			1776.3		2678.8	3907.6
BRITON	RSLNDL	753.3	11.1	12.0	12.0	788.4	648.6	39.0		39.0		726.6	1479.9
BRITON	S-BSTN	1170.8	77.7	93.6	360.9	1703.0	614.4			285.9		900.3	2071.1
BRITON	S-DORC	601.1	22.2	36.0	12.0	671.3	38.9			449.1		488.0	1089.1
BRITON	SALEM-	246.0		23.6		269.6							246.0
BRITON	SAUGUS	248.6			126.0	374.6	98.6					98.6	347.2
BRITON	SCITUT	115.3				115.3	33.8					33.8	149.1
BRITON	SHARON	96.3				96.3	15.8					15.8	112.1
BRITON	SHERBN	47.4				47.4							47.4
BRITON	SOMRVL	1702.7	33.2	136.2	213.6	2085.7	155.6	44.5		437.1		637.2	2339.9
BRITON	STONHM	219.6				219.6	117.4					117.4	337.0
BRITON	STOUTN	48.0		12.0	12.0	72.0				32.0		32.0	80.0
BRITON	STOW--	15.5				15.5							15.5
BRITON	SUDBRY	145.4				145.4	16.0					16.0	161.4
BRITON	TEWKSB	124.8		12.0		136.8							124.8
BRITON	TYNGSB			12.0		12.0							
BRITON	W-ROXB	989.3	33.3	24.0	144.0	1190.6	357.4	39.0		564.8		961.2	1950.5
BRITON	WAKEFD	37.6		11.5		49.1				37.9		37.9	75.5
BRITON	WALPUL	138.4			31.5	169.9	62.4					62.4	200.8
BRITON	WALTHM	2164.0	43.5	207.8	162.7	2578.0	632.2			39.5		671.7	2835.7
BRITON	WATRTN	3461.8	98.1	165.6	356.1	4081.6	1553.9	37.0		936.1		2527.0	5988.8
BRITON	WAYLND	259.6				259.6							259.6
BRITON	WELSLY	767.8		24.0	13.4	805.2	106.6			100.8		207.4	975.2
BRITON	WESTON	334.7		24.6	25.1	384.4	74.0					74.0	408.7
BRITON	WESTWD	279.5			13.9	293.4	182.2			72.8		255.0	534.5
BRITON	WEYMTH	520.0			35.2	555.2	71.8					71.8	591.8
BRITON	WHITMN	103.8				103.8	34.6					34.6	138.4
BRITON	WILMTN	82.0				82.0				34.4		34.4	116.4
BRITON	WINCTR	172.5		12.0	10.4	194.9	77.8					77.8	250.3
BRITON	WINTHP	36.6		12.0		50.6	152.4			38.6		191.0	229.6
BRITON	WOBURN	216.2			311.4	527.6							216.2
BRITON	*	89459.7	2851.2	8650.1	7484.4	108645.4	33641.9	1546.8	172.5	31279.8		66641.0	156100.7
BRNTRE	BRNTRE	20204.9	869.6	2332.7	1840.6	25247.8	8298.9	70.0		149.6	4774.2	13292.7	33497.6
BRNTRE	BROCTN	2611.8		186.0	108.9	2906.7	1385.7			90.9	72.6	1549.2	4161.0
BRNTRE	BROOKL	200.0		13.0	13.0	226.0	68.0					68.0	268.0
BRNTRE	BURLTN	35.4				35.4	70.8					70.8	106.2
BRNTRE	CAMBRG	411.9		24.0	25.5	461.4							411.9
BRNTRE	CANTON	582.8	26.0		78.0	686.8	112.3					112.3	695.1
BRNTRE	CHASTN	341.6		12.0	24.0	377.6	215.4					215.4	557.0
BRNTRE	CHLSEA	70.0			47.2	117.2	70.0		70.0			140.0	210.0
BRNTRE	CLINTN	36.6				36.6							36.6
BRNTRE	COHAST	192.5		11.4	36.0	239.9	35.0					35.0	227.5
BRNTRE	CONCRD			10.4		10.4							
BRNTRE	DANVRS	17.0				17.0							17.0

TABLE C-1 (continued)

FROM	TO	VEHICLES					PASSENGERS						TOTAL
TOWN	TOWN	AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	PERSONS
BRNTRE	DEDHAM	705.5		11.6	11.4	728.5	320.9				75.2	396.1	1101.6
BRNTRE	C-BSTN	611.6		13.0		624.6	86.6					86.6	698.2
BRNTRE	E-BWTR	60.0		21.0	12.4	93.4							60.0
BRNTRE	EASTON	51.5		11.0	46.0	108.5	86.3					86.3	137.8
BRNTRE	EVERET	116.7				116.7	39.4					39.4	156.1
BRNTRE	FNWYJP	917.2		89.0	12.0	1018.2	246.0					246.0	1163.2
BRNTRE	FOXBRO	33.0				33.0	33.0					33.0	66.0
BRNTRE	FRAMHM	102.1			13.0	115.1	32.8					32.8	134.9
BRNTRE	FRNKLN	32.6				32.6							32.6
BRNTRE	HALIFX	86.0			12.4	98.4							86.0
BRNTRE	HANOVR	382.3			11.4	393.7	49.5					49.5	431.8
BRNTRE	HANSON	150.7		38.9		189.6	84.2					84.2	234.9
BRNTRE	HINGHM	1709.5		98.3	146.2	1954.0	776.2					776.2	2485.7
BRNTRE	HOLBRK	1575.9	24.0	62.4	45.4	1707.7	663.0			32.8		695.8	2271.7
BRNTRE	HOLSIN	19.2				19.2							19.2
BRNTRE	HULL--	158.5		11.0		169.5	50.4					50.4	208.9
BRNTRE	HYD-PK	628.9		37.0	24.2	690.1	303.2	39.1				342.3	971.2
BRNTRE	LEXNTN	38.0		13.0		51.0							38.0
BRNTRE	LINCLN	16.7				16.7							16.7
BRNTRE	LOWELL	36.0			11.2	47.2	18.2					18.2	54.2
BRNTRE	LYNFLD	39.0				39.0							39.0
BRNTRE	LYNN--	34.4			25.0	59.4							34.4
BRNTRE	MARSFD	281.6			141.8	423.4	64.4					64.4	346.0
BRNTRE	MATAPN	520.8			12.0	532.8	184.4					184.4	705.2
BRNTRE	MEDFLD	77.8				77.8							77.8
BRNTRE	MEDFRD	119.7		11.4		131.1	78.3					78.3	198.0
BRNTRE	MELROS						76.8					76.8	76.8
BRNTRE	METHUN	38.9				38.9							38.9
BRNTRE	MIDLTN	74.5				74.5	162.5					162.5	237.0
BRNTRE	MILFRD	39.0				39.0							39.0
BRNTRE	MILTON	1500.6		66.0	39.5	1606.1	723.7			108.0	77.8	909.5	2410.1
BRNTRE	N-DORC	813.5		58.8		872.3	700.0			490.4		1190.4	2003.9
BRNTRE	N-RDNG	49.6				49.6							49.6
BRNTRE	NATICK	73.1				73.1	16.6					16.6	89.7
BRNTRE	NEEDHM	409.3			98.2	507.5	220.8				73.4	294.2	703.5
BRNTRE	NEWTON	425.1		13.0	12.2	450.3	261.4					261.4	686.5
BRNTRE	NORBRO	16.5		16.6		33.1							16.5
BRNTRE	NORWEL	501.1			46.8	547.9	245.8				37.4	283.2	784.3
BRNTRE	NORWOD	347.1		13.0	12.6	372.7	182.4					182.4	529.5
BRNTRE	PEABDY	16.7				16.7							16.7
BRNTRE	PEMBRK	67.7		52.2		119.9	50.1					50.1	117.8
BRNTRE	QUINCY	13294.2	225.6	785.8	535.1	14840.7	6596.2		209.1	1313.3	198.1	8316.7	21610.9
BRNTRE	RANDLP	1612.7	26.0	160.1	94.1	1892.9	1040.7				68.0	1108.7	2721.4
BRNTRE	READNG	36.8				36.8							36.8
BRNTRE	REVERE	35.7		13.0		48.7	15.9					15.9	51.6
BRNTRE	ROCKLD	850.2			11.6	861.8	440.1			16.1		456.2	1306.4
BRNTRE	ROXBRY	208.5		91.0		299.5	99.1					99.1	307.6
BRNTRE	RSLNDL	299.0		38.0	13.0	350.0	39.3					39.3	338.3
BRNTRE	S-BSTN	1197.6		89.0	49.5	1336.1	354.0					354.0	1551.6
BRNTRE	S-DORC	1193.8		38.4	24.4	1256.6	524.9			305.6		830.5	2024.3
BRNTRE	SALEM-	35.4				35.4	40.5					40.5	75.9
BRNTRE	SAUGUS	70.0			26.0	96.0							70.0
BRNTRE	SCITUT	411.5				411.5	226.6				50.7	277.3	688.8
BRNTRE	SHARON	144.9		38.5		183.4	63.8					63.8	208.7
BRNTRE	SOMRVL	40.9			13.0	53.9	44.5					44.5	85.4
BRNTRE	STONHM						36.3					36.3	36.3
BRNTRE	STOUTN	296.5		25.5	13.0	335.0	81.5					81.5	378.0
BRNTRE	SWMSCT						16.7					16.7	16.7
BRNTRE	TOPSFD	17.0				17.0							17.0
BRNTRE	W-BWTR				24.8	24.8							
BRNTRE	W-ROXB	235.4		12.4	13.0	260.8	74.6					74.6	310.0
BRNTRE	WAKEFD				12.4	12.4							
BRNTRE	WALPOL	85.5		13.0		98.5	64.0					64.0	149.5
BRNTRE	WALTHM	162.3			26.0	188.3	18.2					18.2	180.5
BRNTRE	WATRTN	72.6			26.0	98.6							72.6
BRNTRE	WELSLY	70.0				70.0	70.0					70.0	140.0
BRNTRE	WESBRO	33.0				33.0							33.0
BRNTRE	WESTON	70.0		12.0		82.0							70.0
BRNTRE	WESTWD	462.5				462.5	74.4					74.4	536.9
BRNTRE	WEYMTH	9297.9	32.0	699.2	253.7	10282.8	3891.1	144.6		205.6		4241.3	13539.2
BRNTRE	WHITMN	456.1			11.6	467.7	350.2					350.2	806.3
BRNTRE	WINCTR	72.6				72.6							72.6
BRNTRE	WINTHP	15.4				15.4							15.4
BRNTRE	WOBURN	71.4				71.4							71.4
BRNTRE	*	68431.8	1203.2	5242.6	4054.1	78931.7	30175.6	253.7	279.1	2712.3	5427.4	38848.1	107279.9
BROCTN	BROCTN	96207.6	2998.0	13563.4	6860.2	119629.2	44393.0	1084.2	500.9	5399.7	5954.2	57332.0	153539.6
BROCTN	BROOKL	138.9		12.0		150.9							138.9
BROCTN	BURLTN	35.8				35.8							35.8
BROCTN	CAMBRG	369.3		24.0	74.8	468.1	34.2					34.2	403.5
BROCTN	CANTON	1577.2		24.5	12.5	1614.2	957.3					957.3	2534.5
BROCTN	CHASTN	182.3			61.5	243.8	99.4					99.4	281.7
BROCTN	CHLMFD	17.9			25.0	42.9							17.9
BROCTN	CHLSEA	99.8				99.8							99.8
BROCTN	CLINTN						33.2					33.2	33.2
BROCTN	COHAST	161.3		25.0		186.3	35.8					35.8	197.1
BROCTN	CONCRD	72.8			25.0	97.8	19.5					19.5	92.3
BROCTN	DANVRS	110.9				110.9							110.9
BROCTN	DEDHAM	454.7		24.0	11.4	490.1	221.6					221.6	676.3
BROCTN	DUXBRY	203.1			52.5	255.6	106.8					106.8	309.9
BROCTN	E-BSTN	289.0		12.5	25.0	326.5	55.3					55.3	344.3
BROCTN	E-BWTR	3560.8		172.1	79.5	3812.4	1092.6			65.8		1158.4	4719.2
BROCTN	EASTON	5652.3	39.0	343.6	316.0	6350.9	3507.7	17.6	35.2	301.4		3861.9	9514.2
BROCTN	EVERET	65.2				65.2							65.2
BROCTN	FNWYJP	924.1		25.0	12.5	961.6	648.5				39.0	687.5	1611.6
BROCTN	FOXBRO	340.0		23.6		363.6	216.1					216.1	556.1
BROCTN	FRAMHM	171.9		36.4		208.3	82.0					82.0	253.9
BROCTN	FRNKLN			23.8	12.5	36.3	30.0					30.0	30.0
BROCTN	HALIFX	327.2				327.2	373.8					373.8	701.0
BROCTN	HANOVR	950.7		23.0	12.0	985.7	496.8					496.8	1447.5
BROCTN	HANSON	1211.9			12.5	1224.4	740.1					740.1	1952.0
BROCTN	HAVRHL	17.3		25.0	12.5	54.8							17.3
BROCTN	HINGHM	341.3		12.0	12.4	365.7	82.8					82.8	424.1
BROCTN	HOLBRK	3139.9		364.9	185.2	3690.0	1020.1			98.4		1118.5	4258.4
BROCTN	HULL--	32.6				32.6	99.9					99.9	132.5
BROCTN	HYD-PK	171.4				171.4	91.2					91.2	262.6
BROCTN	LAWRNC	34.2			11.5	45.7	31.8					31.8	66.0
BROCTN	LEXNTN	135.2				135.2							135.2
BROCTN	LITLTN	36.2				36.2							36.2
BROCTN	LOWELL	71.7		13.1		84.8	107.4					107.4	179.1
BROCTN	LYNFLD			20.8		20.8							
BROCTN	LYNN--	83.1		12.4	12.4	107.9							83.1
BROCTN	MALDEN	157.8			12.5	170.3							157.8

TABLE C-1 (continued)

FROM TOWN	TO TOWN	VEHICLES AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	PASSENGERS AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	TOTAL PERSONS
BROCTN	MARSFD	176.5		12.0		188.5	159.2					159.2	335.7
BROCTN	MATAPN	418.0		22.6	13.0	453.6	355.8					355.8	773.8
BROCTN	MEDFLD	31.4		12.0		43.4							31.4
BROCTN	MEDFRD	76.2		11.4	11.4	99.0	17.3					17.3	93.5
BROCTN	MEDWAY	52.8				52.8	35.8					35.8	88.6
BROCTN	MELROS	87.4				87.4							87.4
BROCTN	MENDON						30.0					30.0	30.0
BROCTN	MIDLTN	16.4				16.4							16.4
BROCTN	MILFRD	32.2				32.2							32.2
BROCTN	MILLIS	48.1				48.1							48.1
BROCTN	MILLVL			10.4		10.4							
BROCTN	MILTON	599.7			10.5	610.2	286.4					286.4	886.1
BROCTN	N-ANDV	15.8				15.8							15.8
BROCTN	N-DORC	712.1			37.5	749.6	149.5					149.5	861.6
BROCTN	N-RDNG				12.5	12.5							
BROCTN	NATICK	102.5				102.5	65.2					65.2	167.7
BROCTN	NEEDHM	519.9		75.8	12.6	608.3	139.9			17.1		157.0	676.9
BROCTN	NEWTON	442.5		23.4	46.8	512.7	51.7					51.7	494.2
BROCTN	NORFLK	32.7				32.7	84.8					84.8	117.5
BROCTN	NORWEL	290.5		58.3		348.8	327.2					327.2	617.7
BROCTN	NORWOD	814.3			34.2	848.5	219.7					219.7	1034.0
BROCTN	PEABDY	34.6				34.6	34.6					34.6	69.2
BROCTN	PEMBRK	807.4		54.0		861.4	689.3					689.3	1496.7
BROCTN	QUINCY	1814.0		144.7	362.4	2321.1	637.6			15.4		653.0	2467.0
BROCTN	RANDLP	3410.7		86.7	350.1	3847.5	1832.1			254.9		2087.0	5497.7
BROCTN	REVERE						39.3					39.3	39.3
BROCTN	ROCKLD	2276.2	19.0	98.1	49.5	2442.8	1155.1	16.5		84.3		1255.9	3532.1
BROCTN	ROXBRY	414.4		25.0	12.5	451.9	68.0					68.0	482.4
BROCTN	RSLNDL	34.2				34.2	73.4					73.4	107.6
BROCTN	S-BSTN	903.4		10.6	135.0	1049.0	255.5					255.5	1158.9
BROCTN	S-DORC	381.6			33.0	414.6	85.7			445.1		530.8	912.4
BROCTN	SALEM-				12.5	12.5							
BROCTN	SAUGUS	32.5				32.5	19.5					19.5	52.0
BROCTN	SCITUT	97.4			24.0	121.4	129.6					129.6	227.0
BROCTN	SHARON	789.6		25.0	35.4	850.0	256.4					256.4	1046.0
BROCTN	SOMRVL	126.8		13.4		140.2	49.7					49.7	176.5
BROCTN	SOUTHB	30.0				30.0							30.0
BROCTN	STOUTN	6107.8		439.7	170.9	6718.4	3418.5	16.1		280.9		3715.5	9823.3
BROCTN	SUDBRY	49.0				49.0	88.2					88.2	137.2
BROCTN	UXBRDG	15.6		11.4		27.0							15.6
BROCTN	W-BWTR	4836.8	19.0	286.6	184.7	5327.1	1904.0		30.4	121.6		2056.0	6892.8
BROCTN	W-ROXB	90.9				90.9	17.3					17.3	108.2
BROCTN	WALPOL	238.6		38.6		277.2	66.0					66.0	304.6
BROCTN	WALTHM	327.6		12.4		340.0	36.8				34.2	71.0	398.6
BROCTN	WATRTN	242.1			25.0	267.1	32.8					32.8	274.9
BROCTN	WAYLND	39.0				39.0							39.0
BROCTN	WELSLY	101.6				101.6							101.6
BROCTN	WESTON	32.6				32.6							32.6
BROCTN	WESTWD	361.2		24.0	12.2	397.4							361.2
BROCTN	WEYMTH	867.6		173.5	85.5	1126.6	498.2					498.2	1365.8
BROCTN	WHITMN	5611.0	48.0	140.3	213.4	6012.7	2548.8			290.4	34.6	2873.8	8484.8
BROCTN	WILMTN				11.5	11.5							
BROCTN	WINTHP						39.3					39.3	39.3
BROCTN	WRENTM	34.2				34.2	76.8					76.8	111.0
BROCTN	*	151922.8	3123.0	16591.0	9735.5	181372.3	70551.9	1134.4	566.5	7375.0	6062.0	85689.8	237612.6
BROOKL	BROOKL	20351.6	1497.9	7083.4	1511.1	30444.0	9136.9	458.7		5102.3	1490.2	16188.1	36539.7
BROOKL	BURLTN	178.7		28.0		206.7	249.6					249.6	428.3
BROOKL	CAMBRD	4890.9	98.9	190.8	170.1	5350.7	1820.2	89.6		1097.3	70.6	3077.7	7968.6
BROOKL	CANTON	385.9		11.4		397.3	38.0					38.0	423.9
BROOKL	CHASTN	234.3		69.1	46.3	349.7				650.8		650.8	885.1
BROOKL	CHLMFD	52.9				52.9							52.9
BROOKL	CHLSEA	537.0		11.8	59.0	607.8							537.0
BROOKL	CLINTN	16.6				16.6	16.6					16.6	33.2
BROOKL	COHAST						52.5					52.5	52.5
BROOKL	CONCRD	96.2		10.7		106.9	17.5					17.5	113.7
BROOKL	DANVRS	213.9				213.9	16.3					16.3	230.2
BROOKL	DEDHAM	670.8		48.3		719.1	228.9					228.9	899.7
BROOKL	DOVER-	247.4				247.4	160.0					160.0	407.4
BROOKL	DUNSBL	15.0		26.2		41.2	15.0					15.0	30.0
BROOKL	DUXBRY	38.2				38.2							38.2
BROOKL	E-BSTN	717.7	126.6	22.3		866.6	468.5			350.7		819.2	1536.9
BROOKL	EASTON	35.2				35.2							35.2
BROOKL	EVERET	625.9		14.5		640.4	172.0			327.2		499.2	1125.1
BROOKL	FNWYJP	11829.4	814.2	1255.8	388.5	14287.9	5424.1	617.2		5422.5	35.3	11499.1	23328.5
BROOKL	FOXBRO	39.3		21.4		60.7							39.3
BROOKL	FRAMHM	1094.3		10.7		1105.0	443.0			126.0	16.5	585.5	1679.8
BROOKL	GROTON	20.1				20.1							20.1
BROOKL	HALIFX	34.4				34.4							34.4
BROOKL	HINGHM	133.6				133.6	17.2					17.2	150.8
BROOKL	HOLBRK	49.2				49.2	32.8					32.8	82.0
BROOKL	HUDSON	68.8				68.8							68.8
BROOKL	HULL--	100.8				100.8							100.8
BROOKL	HYD-PK	372.9		23.5	12.0	408.4	41.2					41.2	414.1
BROOKL	LAWRNC	33.0				33.0	111.6					111.6	144.6
BROOKL	LEXNTN	241.4				241.4	72.0					72.0	313.4
BROOKL	LINCLN			14.5		14.5							
BROOKL	LITLTN	18.1				18.1	19.5					19.5	37.6
BROOKL	LOWELL	210.4		24.8		235.2	35.0					35.0	245.4
BROOKL	LYNN--	571.7				571.7	83.7					83.7	655.4
BROOKL	MALDEN	122.8		25.0	10.7	158.5	351.7					351.7	474.5
BROOKL	MARBHD	81.0				81.0							81.0
BROOKL	MARLBO	67.7				67.7							67.7
BROOKL	MARSFD	32.2				32.2							32.2
BROOKL	MATAPN	1037.4	20.0	125.6	24.0	1207.0	557.8			116.2	39.0	713.0	1750.4
BROOKL	MAYNRD	34.4				34.4							34.4
BROOKL	MEDFLD	79.4				79.4							79.4
BROOKL	MEDFRD	613.3		24.0	11.4	648.7	71.8					71.8	685.1
BROOKL	MEDWAY	68.0				68.0							68.0
BROOKL	MELROS	99.4				99.4	58.8					58.8	158.2
BROOKL	METHUN	16.5				16.5	16.5					16.5	33.0
BROOKL	MILFRD			24.8		24.8							
BROOKL	MILLIS	68.4			22.4	90.8	104.8					104.8	173.2
BROOKL	MILTON	594.3		11.4	12.4	618.1	279.3			37.6	79.4	396.3	990.6
BROOKL	N-DORC	934.7	62.2	63.7	61.3	1121.9	431.3	39.0		641.8		1112.1	2046.8
BROOKL	N-RDNG	16.4		15.6		32.0	16.4					16.4	32.8
BROOKL	NATICK	467.2		21.4		488.6	287.2					287.2	754.4
BROOKL	NEEDHM	1013.5		46.2	50.0	1109.7	450.4					450.4	1463.9
BROOKL	NEWB--	30.0				30.0							30.0
BROOKL	NEWTON	13091.8	112.5	370.1	351.6	13926.0	4621.0	61.0		1477.8	144.4	6304.2	19396.0
BROOKL	NORBRO	32.0				32.0	32.0					32.0	64.0
BROOKL	NORWEL	16.5				16.5	16.5					16.5	33.0

TABLE C-1 (continued)

FROM TOWN	TO TOWN	VEHICLES AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	PASSENGERS AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	TOTAL PERSONS
BROOKL	NORWOD	416.5		12.4		428.9	78.6					78.6	495.1
BROOKL	PEABDY	50.5				50.5	50.5					50.5	101.0
BROOKL	PEPREL	15.7				15.7							15.7
BROOKL	PLAINV	35.6				35.6							35.6
BROOKL	QUINCY	698.0		25.4	22.8	746.2	59.0					59.0	757.0
BROOKL	RANDLP	213.0				213.0							213.0
BROOKL	READNG	87.4		13.6		101.0	43.7					43.7	131.1
BROOKL	REVERE	165.3		21.4	10.7	197.4	79.7					79.7	245.0
BROOKL	ROXBRY	1681.7	94.4	177.4	35.6	1989.1	421.2	47.3		1308.0		1776.5	3458.2
BROOKL	RSLNDL	631.8	11.1	49.4	12.0	704.3	349.3			78.2		427.5	1059.3
BROOKL	S-BSTN	747.8		85.4	155.0	988.2	137.1			251.2		388.3	1136.1
BROOKL	S-CCRC	619.4		35.3	36.4	691.1	174.2			316.5		490.7	1110.1
BROOKL	SALEM-						104.0			43.7		147.7	147.7
BROOKL	SAUGUS	113.2		11.3		124.5	174.0					174.0	287.2
BROOKL	SHARON	135.4				135.4							135.4
BROOKL	SHERBN	47.4				47.4	31.6					31.6	79.0
BROOKL	SOMRVL	1207.6	11.1	22.7	49.5	1290.9	186.8			78.6		265.4	1473.0
BROOKL	STONHM	251.5				251.5							251.5
BROOKL	STOUTN	185.7				185.7	32.0					32.0	217.7
BROOKL	SUDBRY	97.0				97.0	32.0					32.0	129.0
BROOKL	SWMSCT	111.6				111.6							111.6
BROOKL	TEWKSB	33.6				33.6							33.6
BROOKL	W-ROXB	2112.4	11.1	35.5	51.0	2210.0	1515.2			169.8		1685.0	3797.4
BROOKL	WAKEFD	122.8			14.9	137.7							122.8
BROOKL	WALPOL	64.6		21.4		86.0	16.0					16.0	80.6
BROOKL	WALTHM	584.8		46.0	27.5	658.3							584.8
BROOKL	WATRTN	893.6	91.7	46.5	23.4	1055.2	518.0			125.9		643.9	1537.5
BROOKL	WAYLND	194.0				194.0	33.2					33.2	227.2
BROOKL	WELSLY	446.0		13.4	12.0	471.4	90.9			15.8		106.7	552.7
BROOKL	WESBRO	174.1				174.1							174.1
BROOKL	WESTON	214.8		21.4		236.2	78.2					78.2	293.0
BROOKL	WESTWD	510.8		11.4		522.2	123.0				207.6	330.6	841.4
BROOKL	WEYMTH	308.0				308.0	113.6					113.6	421.6
BROOKL	WHITMN	34.6				34.6							34.6
BROOKL	WILMTN						17.2					17.2	17.2
BROOKL	WINCTR	94.7	14.0			108.7	77.8					77.8	172.5
BROOKL	WINTHP	200.7			10.7	211.4							200.7
BROOKL	WOBURN	163.7				163.7	35.6					35.6	199.3
BROOKL	WRENTM			22.2		22.2							
BROOKL	*	76307.8	2965.7	10267.1	3192.3	92732.9	30540.0	1312.8		17737.9	2083.0	51673.7	127981.5
BURLTN	BURLTN	7133.6	195.0	1719.3	955.0	10002.9	1911.9				6950.8	8862.7	15996.3
BURLTN	CAMBRG	1321.9		101.5	39.0	1462.4	289.8					289.8	1611.7
BURLTN	CARLIL	66.0		12.0		78.0							66.0
BURLTN	CHASTN	255.0		11.6	40.4	307.0							255.0
BURLTN	CHLMFD	694.5		12.1		706.6	149.7					149.7	844.2
BURLTN	CHLSEA	159.9				159.9							159.9
BURLTN	CLINTN	19.5				19.5							19.5
BURLTN	CONCRD	419.7		14.0	12.0	445.7	67.2					67.2	486.9
BURLTN	DANVRS	92.9				92.9							92.9
BURLTN	DEDHAM	108.2				108.2							108.2
BURLTN	DOVER-	16.1		14.0		30.1							16.1
BURLTN	DRACUT	231.1				231.1	51.0					51.0	282.1
BURLTN	E-BSTN	32.1				32.1	15.7					15.7	47.8
BURLTN	EVERET	139.2		29.0		168.2							139.2
BURLTN	FNWYJP	371.1		12.0		383.1	86.4					86.4	457.5
BURLTN	FRAMHM	175.3				175.3	105.0					105.0	280.3
BURLTN	FRNKLN	48.4				48.4							48.4
BURLTN	GROTON	40.2			12.8	53.0							40.2
BURLTN	HAVRHL				12.6	12.6	34.6					34.6	34.6
BURLTN	HINGHM	16.9				16.9	33.8					33.8	50.7
BURLTN	HOLBRK	34.4				34.4							34.4
BURLTN	HUDSON	15.7				15.7							15.7
BURLTN	HULL--	16.8				16.8							16.8
BURLTN	HYD-PK	155.8				155.8							155.8
BURLTN	LAWRNC	66.7				66.7	101.4					101.4	168.1
BURLTN	LEXNTN	1643.5		167.1	62.9	1873.5	556.7					556.7	2200.2
BURLTN	LINCLN	141.2		20.6		161.8							141.2
BURLTN	LITLTN	36.2				36.2	36.2					36.2	72.4
BURLTN	LOWELL	872.8		12.1	74.8	959.7	214.0					214.0	1086.8
BURLTN	LYNFLD	73.6				73.6							73.6
BURLTN	LYNN--	383.7				383.7	73.8					73.8	457.5
BURLTN	MALDEN	257.6		14.0		271.6	203.4		70.8			274.2	531.8
BURLTN	MANCTR	74.6				74.6							74.6
BURLTN	MARBHD	80.4				80.4							80.4
BURLTN	MARLBO	115.4				115.4	65.6					65.6	181.0
BURLTN	MARSFD	32.2				32.2							32.2
BURLTN	MAYNRD	17.2				17.2							17.2
BURLTN	MEDFLD				11.4	11.4							
BURLTN	MEDFRD	883.4		79.2	49.2	1011.8	157.6					157.6	1041.0
BURLTN	MELROS	171.9			11.5	183.4							171.9
BURLTN	METHUN	132.6				132.6	34.4					34.4	167.0
BURLTN	N-ANDV	19.2				19.2							19.2
BURLTN	N-DORC	93.9				93.9	15.9					15.9	109.8
BURLTN	N-RDNG	281.1		11.4		292.5							281.1
BURLTN	NATICK	196.1	8.0		11.7	215.8	47.4					47.4	243.5
BURLTN	NEEDHM	212.6				212.6	71.0					71.0	283.6
BURLTN	NEWTON	611.5		20.8	34.5	666.8							611.5
BURLTN	NORWOD	145.4				145.4	212.4					212.4	357.8
BURLTN	PEABDY	339.1				339.1							339.1
BURLTN	PEPREL	32.2				32.2							32.2
BURLTN	PLAINV	35.6				35.6							35.6
BURLTN	QUINCY	144.0				144.0							144.0
BURLTN	RANDLP				11.1	11.1							
BURLTN	READNG	568.5				568.5				35.4		35.4	603.9
BURLTN	REVERE	90.6				90.6							90.6
BURLTN	ROCKPT	16.2				16.2							16.2
BURLTN	ROWLEY	16.7				16.7							16.7
BURLTN	ROXBRY			14.0	14.2	28.2	39.6					89.6	89.6
BURLTN	S-BSTN	154.0			36.0	190.0							154.0
BURLTN	SALEM-	55.4			12.4	67.8							55.4
BURLTN	SALSBY	16.7				16.7							16.7
BURLTN	SAUGUS	155.7				155.7							155.7
BURLTN	SHARON	64.4				64.4							64.4
BURLTN	SHERBN				69.6	69.6							
BURLTN	SOMRVL	411.3		11.4		422.7	34.0					34.0	445.3
BURLTN	SOUTHB				12.8	12.8							
BURLTN	STONHM	651.3	15.0		12.2	678.5							651.3
BURLTN	STOUTN			12.2		12.2							
BURLTN	SUDBRY	201.2			11.1	212.3							201.2
BURLTN	TEWKSB	251.2		24.1	12.4	287.7	45.6					45.6	296.8

TABLE C-1 (continued)

FROM	TO	VEHICLES					PASSENGERS						TOTAL
TOWN	TOWN	AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	PERSONS
BURLTN	TYNGSB	33.2				33.2							33.2
BURLTN	W-ROXB	73.4				73.4	146.8					146.8	220.2
BURLTN	WAKEFD	263.7		44.3		308.0	70.8					70.8	334.5
BURLTN	WALTHM	1526.7		51.0	62.9	1640.6	442.1					442.1	1968.8
BURLTN	WATRTN	328.9	10.8	28.0	14.0	381.7	68.0					68.0	396.9
BURLTN	WAYLND	210.9				210.9	33.2					33.2	244.1
BURLTN	WELSLY	39.9				39.9							39.9
BURLTN	WESFRD	47.0			115.6	162.6	35.8					35.8	82.8
BURLTN	WESTON	126.4		49.6	12.3	188.3							126.4
BURLTN	WESTWD	82.6				82.6							82.6
BURLTN	WEYMTH	16.9				16.9							16.9
BURLTN	WHITMN				11.1	11.1							
BURLTN	WILMTN	1097.1	23.4	24.8	37.4	1182.7	365.9		70.8		212.4	649.1	1746.2
BURLTN	WINCTR	573.8	15.0	67.1		655.9	234.4					234.4	808.2
BURLTN	WINTHP	34.0				34.0							34.0
BURLTN	WOBURN	4709.1	31.6	357.5	245.6	5343.8	1465.7	83.2		83.2		1632.1	6341.2
BURLTN	*	30474.8	293.8	2934.7	2018.5	35726.8	7566.8	83.2	141.6	118.6	7163.2	15073.4	45548.2
CAMBRG	CAMBRG	59095.8	4499.3	14686.3	10972.3	89253.7	18066.4	2238.3		34659.8	1406.6	56371.1	115466.9
CAMBRG	CANTON	246.3				246.3							246.3
CAMBRG	CARLIL	99.0				99.0	16.5					16.5	115.5
CAMBRG	CHASTN	1378.2	60.2	156.0	540.7	2135.1	1003.1			1912.8		2915.9	4294.1
CAMBRG	CHLMFD	177.7			13.4	191.1	66.2					66.2	243.9
CAMBRG	CHLSEA	898.5		156.2	148.8	1203.5	168.7					168.7	1067.2
CAMBRG	CLINTN						16.6					16.6	16.6
CAMBRG	COHAST	102.1				102.1	126.9					126.9	229.0
CAMBRG	CONCRD	1669.8		25.3	12.4	1707.5	256.6			317.6		574.2	2244.0
CAMBRG	DANVRS	280.4				280.4	74.8					74.8	355.2
CAMBRG	DEDHAM	725.9		24.8	23.2	773.9							725.9
CAMBRG	DOVER-	120.4			11.7	132.1	86.0					86.0	206.4
CAMBRG	DRACUT	64.4				64.4							64.4
CAMBRG	DUXBRY	38.2				38.2	56.9					56.9	95.1
CAMBRG	E-BSTN	1685.8	421.5	60.5	111.2	2279.0	735.2	158.5		1900.7	40.4	2834.8	4520.6
CAMBRG	E-BWTR				12.4	12.4							
CAMBRG	EASTON	35.2				35.2							35.2
CAMBRG	EVERET	1925.9		66.2	152.4	2144.5	396.3			585.9		982.2	2908.1
CAMBRG	FNWYJP	9053.6	369.2	243.8	290.0	9956.6	3888.3	505.0		9479.5		13872.8	22926.4
CAMBRG	FOXBRO	65.4				65.4							65.4
CAMBRG	FRAMHM	603.4		24.8		628.2	284.0					284.0	887.4
CAMBRG	FRNKLN	218.9			14.9	233.8							218.9
CAMBRG	GEOGTN	64.8				64.8							64.8
CAMBRG	GLOUCS	78.2			13.4	91.6							78.2
CAMBRG	GROTON	160.2				160.2							160.2
CAMBRG	HALIFX	17.2				17.2							17.2
CAMBRG	HAMLTN	158.0				158.0							158.0
CAMBRG	HANSON	32.8				32.8							32.8
CAMBRG	HARVRD	196.8		20.8		217.6	109.8					109.8	306.6
CAMBRG	HAVRHL	84.0				84.0	17.4					17.4	101.4
CAMBRG	HINGHM	232.1		23.4		255.5	33.8					33.8	265.9
CAMBRG	HOLBRK	295.2			33.9	329.1	32.8					32.8	328.0
CAMBRG	HOLSTN	16.4				16.4							16.4
CAMBRG	HOPEDL	50.6			10.2	60.8							50.6
CAMBRG	HOPKTN	16.3				16.3	32.6					32.6	48.9
CAMBRG	HUDSON	85.2				85.2							85.2
CAMBRG	HULL--	151.2		12.4		163.6	50.4					50.4	201.6
CAMBRG	HYD-PK	428.6	22.2	50.0	96.5	597.3	154.6			83.2		237.8	666.4
CAMBRG	IPSWCH	82.2				82.2							82.2
CAMBRG	LAWRNC	132.2			33.6	165.8	132.7					132.7	264.9
CAMBRG	LEXNTN	4018.5	19.8	145.1	74.6	4258.0	2041.5			435.8		2477.3	6495.8
CAMBRG	LINCLN	583.4		20.6		604.0	89.5					89.5	672.9
CAMBRG	LITLTN	72.4				72.4	72.4			36.2		108.6	181.0
CAMBRG	LOWELL	426.8		41.3	24.8	492.9	127.4			31.8		159.2	586.0
CAMBRG	LYNFLD	147.9				147.9							147.9
CAMBRG	LYNN--	999.7		49.6	98.8	1148.1	135.8			84.6		220.4	1220.1
CAMBRG	MALDEN	2242.4		206.8	96.8	2546.0	446.4		36.3	183.8		666.5	2908.9
CAMBRG	MANCTR	171.0				171.0							171.0
CAMBRG	MARBHD	440.5				440.5	101.6					101.6	542.1
CAMBRG	MARLBO	326.1				326.1	34.0			32.8		66.8	392.9
CAMBRG	MARSFD	47.2				47.2							47.2
CAMBRG	MATAPN	461.2	11.1	12.0	24.4	508.7	78.6			344.2		422.8	884.0
CAMBRG	MAYNRD	211.9				211.9	66.8					68.8	280.7
CAMBRG	MEDFLD	94.2			12.4	106.6	47.1					47.1	141.3
CAMBRG	MEDFRD	6252.0	36.6	292.8	304.1	6885.5	2145.5			3711.4		5856.9	12108.9
CAMBRG	MEDWAY	68.0			11.5	79.5							68.0
CAMBRG	MELROS	1448.4		13.5	35.4	1497.3	225.1					225.1	1673.5
CAMBRG	MERIMC	35.4				35.4	35.4					35.4	70.8
CAMBRG	METHUN	86.6			24.8	111.4	68.8					68.8	155.4
CAMBRG	MILFRD	48.3			10.4	58.7	64.4					64.4	112.7
CAMBRG	MILLIS	84.1			12.4	96.5							84.1
CAMBRG	MILTON	482.1		51.4	130.8	664.3	112.8			107.6		220.4	702.5
CAMBRG	N-ANDV	31.6			24.8	56.4	17.9					17.9	49.5
CAMBRG	N-DORC	1955.4	33.3	193.2	82.2	2264.1	852.0			3173.8		4025.8	5981.2
CAMBRG	N-RDNG	132.8			12.4	145.2							132.8
CAMBRG	NAHANT	70.0				70.0							70.0
CAMBRG	NATICK	580.7		32.2	34.7	647.6	196.0					196.0	776.7
CAMBRG	NEEDHM	766.6		26.9	37.6	831.1	137.2			17.2		154.4	921.0
CAMBRG	NEWB--	92.8				92.8				44.5		44.5	137.3
CAMBRG	NEWBPT	49.5				49.5							49.5
CAMBRG	NEWTON	5654.9	82.0	181.5	189.2	6107.6	2108.3	32.8		1070.4		3211.5	8866.4
CAMBRG	NORBRG	38.7		10.4		49.1							38.7
CAMBRG	NORBRO	16.0				16.0							16.0
CAMBRG	NORFLK	30.8				30.8							30.8
CAMBRG	NORWEL	99.8				99.8							99.8
CAMBRG	NORWOO	339.6		36.2	61.7	437.5	70.6					70.6	410.2
CAMBRG	PEABDY	602.9			64.1	667.0							602.9
CAMBRG	PEMBRK	102.0			13.0	115.0							102.0
CAMBRG	PEPREL	32.2				32.2							32.2
CAMBRG	QUINCY	2173.9		173.4	202.3	2549.6	357.3					357.3	2531.2
CAMBRG	RANDLP	281.5				281.5							281.5
CAMBRG	READNG	981.9			25.8	1007.7	230.7					230.7	1212.6
CAMBRG	REVERE	1962.1		48.6	115.4	2126.1	796.6			715.7		1512.3	3474.4
CAMBRG	ROCKLD	229.8				229.8	33.0					33.0	262.8
CAMBRG	ROXBRY	1566.8	76.1	84.8	183.4	1911.1	579.1	123.1		2478.6		3180.8	4747.6
CAMBRG	RSLNDL	854.9	11.1		10.4	876.4	78.2					78.2	933.1
CAMBRG	S-BSTN	2295.6	41.2	263.0	847.1	3446.9	899.6			3522.2		4421.8	6717.4
CAMBRG	S-DORC	484.9		36.8	36.4	558.1	249.0			1623.0		1872.0	2356.9
CAMBRG	SALEM-	282.7			35.2	317.9	84.6					84.6	367.3
CAMBRG	SAUGUS	639.8		98.8	35.8	774.4	190.8					190.8	830.6
CAMBRG	SCITUT	67.6				67.6	116.1					116.1	183.7
CAMBRG	SHARON	16.1				16.1	80.5					80.5	96.6
CAMBRG	SHERBN	31.6				31.6							31.6
CAMBRG	SOMRVL	15347.0	469.5	950.1	1268.3	18034.9	5550.8	388.3	39.3	17326.7	182.6	23487.7	38834.7

TABLE C-1 (continued)

FROM TOWN	TO TOWN	VEHICLES AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	PASSENGERS AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	TOTAL PERSONS
CAMBRG	SOUTHB				25.4	25.4			15.9		15.9	31.8	31.8
CAMBRG	STONHM	1011.1		57.7	48.3	1117.1	369.3					369.3	1380.4
CAMBRG	STOUTN	177.4			23.9	201.3	64.4					64.4	241.8
CAMBRG	STOW--	15.5				15.5							15.5
CAMBRG	SUDBRY	535.0		26.2	13.1	574.3	167.6					167.6	702.6
CAMBRG	SWMSCT	148.6			124.0	272.6	227.6					227.6	376.2
CAMBRG	TEWKSB	511.5		22.6	12.4	546.5	201.4			15.2		216.6	728.1
CAMBRG	TOPSFD	68.0		22.2		90.2	33.8					33.8	101.8
CAMBRG	TYNGSB	62.6				62.6	32.6					32.6	95.2
CAMBRG	W-BWTR				12.4	12.4							
CAMBRG	W-ROXB	975.9		20.8	12.4	1009.1	170.9			77.6		248.5	1224.4
CAMBRG	WAKEFD	941.2		80.1		1021.3	128.1					128.1	1069.3
CAMBRG	WALPOL	93.2			83.6	176.8							93.2
CAMBRG	WALTHM	5510.3	20.6	349.9	490.3	6371.1	1467.8		75.0	697.4		2240.2	7750.5
CAMBRG	WATRTN	8734.2	188.0	218.7	600.3	9741.2	2946.7	111.0	40.5	7856.3		10954.5	19688.7
CAMBRG	WAYLND	389.8		29.2		419.0	36.2					36.2	426.0
CAMBRG	WELSLY	1576.2		48.2	12.0	1636.4	263.5		44.0	17.2		324.7	1900.9
CAMBRG	WENHAM	92.5				92.5	37.0					37.0	129.5
CANBRG	WESBRO	73.8				73.8							73.8
CAMBRG	WESFRD	61.6				61.6	33.6					33.6	95.2
CAMBRG	WESTON	886.1		13.4	34.8	934.3	465.1			37.0		502.1	1388.2
CAMBRG	WESTWD	266.3				266.3	228.8			78.4		307.2	573.5
CAMBRG	WEYMTH	458.9		13.4	23.2	495.5							458.9
CAMBRG	WHITMN	69.6			33.3	102.9							69.6
CAMBRG	WILMTN	755.5		86.7	12.4	854.6	276.5					276.5	1032.0
CAMBRG	WINCTR	2220.9	19.0	57.6	22.8	2320.3	613.7					613.7	2834.6
CAMBRG	WINTHP	503.2				503.2	77.2					77.2	580.4
CAMBRG	WOBURN	1337.6		87.8	193.0	1613.4	346.2					346.2	1683.8
CAMBRG	WRENTM	64.4				64.4	77.2					77.2	141.6
CAMBRG	•	164868.4	6380.7	19649.0	18409.6	209307.7	52595.2	3557.0	251.0	92658.9	1645.5	150707.6	315576.0
CANTON	CANTON	7800.4	225.0	677.9	2121.0	10824.3	2831.4	38.0		76.0	4962.0	7907.4	15707.8
CANTON	CHASTN	89.0				89.0	152.0					152.0	241.0
CANTON	CHLMFD			12.0		12.0							
CANTON	CHLSEA		7.5			7.5	79.8					79.8	79.8
CANTON	COHAST	56.5				56.5							56.5
CANTON	CONCRD	52.1		12.0	11.2	75.3							52.1
CANTON	DEDHAM	1036.6		46.4	11.7	1094.7	327.8					327.8	1364.4
CANTON	DOVER-	34.4				34.4							34.4
CANTON	E-BSTN	229.8				229.8	41.9					41.9	271.7
CANTON	E-BWTR	45.0				45.0							45.0
CANTON	EASTON	194.0		24.2	12.5	230.7	313.6	17.6				331.2	525.2
CANTON	FNWYJP	501.5				501.5	406.0			114.0		520.0	1021.5
CANTON	FOXBRO	207.0		11.7	12.0	230.7	87.1					87.1	294.1
CANTON	FRAMHM	65.7			12.1	77.8	45.2					45.2	110.9
CANTON	FRNKLN			29.8		29.8							
CANTON	GLOUCS						78.4					78.4	78.4
CANTON	HALIFX	17.2				17.2							17.2
CANTON	HANSON	32.8				32.8	65.6					65.6	98.4
CANTON	HOLBRK	100.1				100.1	16.4					16.4	116.5
CANTON	HUDSON	17.2				17.2							17.2
CANTON	HYD-PK	973.8		36.3	35.4	1045.5	233.6					233.6	1207.4
CANTON	LEXNTN			24.8		24.8							
CANTON	LINCLN	16.4				16.4							16.4
CANTON	LOWELL	35.0				35.0							35.0
CANTON	LYNN--	15.8			24.0	39.8							15.8
CANTON	MARLBO						16.7					16.7	16.7
CANTON	MARSFD	32.2				32.2	32.2					32.2	64.4
CANTON	MATAPN	294.6	37.2	10.6		342.4	251.4			187.0		438.4	733.0
CANTON	MEDFLD	15.7		12.3	12.6	40.6							15.7
CANTON	MILTON	891.9		90.6	132.0	1114.5	111.1					111.1	1003.0
CANTON	N-DORC	186.6		12.0		198.6	268.4			38.0		306.4	493.0
CANTON	NATICK	129.8				129.8	32.0					32.0	161.8
CANTON	NEEDHM	515.7				515.7	69.3					69.3	585.0
CANTON	NEWTON	447.8				447.8	74.0			93.2		167.2	615.0
CANTON	NORWEL	99.8				99.8	31.2					31.2	131.0
CANTON	NORWOD	2722.7		180.9	159.4	3063.0	1323.5					1323.5	4046.2
CANTON	PEABDY	35.0			25.2	60.2							35.0
CANTON	PEMBRK	33.4				33.4							33.4
CANTON	QUINCY	515.1		46.5	60.3	621.9	403.3			76.0		479.3	994.4
CANTON	RANDLP	654.4		86.4	24.0	764.8	284.9					284.9	939.3
CANTON	READNG	32.8				32.8							32.8
CANTON	REVERE	70.0			12.6	82.6							70.0
CANTON	ROCKLD	81.7				81.7	16.5					16.5	98.2
CANTON	ROXBRY	232.1		12.0		244.1	38.0					38.0	270.1
CANTON	RSLNDL	186.0			25.2	211.2							186.0
CANTON	S-BSTN	233.5		36.9	306.1	576.5	220.2					220.2	453.7
CANTON	S-DORC	168.0		25.2		193.2	112.3					112.3	280.3
CANTON	SCITUT	101.4				101.4							101.4
CANTON	SHARON	977.2		12.0	123.6	1112.8	241.2					241.2	1218.4
CANTON	SHERBN	31.6				31.6							31.6
CANTON	SOMRVL	39.9				39.9							39.9
CANTON	STONHM	35.0				35.0	105.0					105.0	140.0
CANTON	STOUTN	2699.5	18.0	242.6	197.7	3157.8	1253.2	16.0				1269.2	3968.7
CANTON	W-BWTR	30.4				30.4	30.4					30.4	60.8
CANTON	W-ROXB	263.4				263.4	76.0					76.0	339.4
CANTON	WAKEFD						16.7					16.7	16.7
CANTON	WALPOL	402.5		28.4	11.6	442.5	47.4					47.4	449.9
CANTON	WALTHM	71.4		12.3		83.7	67.7					67.7	139.1
CANTON	WATRTN	114.0				114.0	38.0					38.0	152.0
CANTON	WELSLY	31.6		24.0		55.6							31.6
CANTON	WESTWD	363.8		23.4	22.8	410.0	82.6			76.0	76.0	234.6	598.4
CANTON	WEYMTH	337.0		12.6		349.6							337.0
CANTON	WHITMN	51.9		11.1		63.0							51.9
CANTON	WOBURN	156.2				156.2	35.0					35.0	191.2
CANTON	WRENTM	35.3				35.3							35.3
CANTON	•	24841.2	287.7	1754.9	3353.0	30236.8	9957.0	71.6		660.2	5038.0	15726.8	40568.0
CARLIL	CARLIL	509.5		185.2	58.4	753.1	196.0				396.0	594.0	1103.5
CARLIL	CHASTN						16.5					16.5	16.5
CARLIL	CHLMFD	178.6		11.3	12.3	202.2	114.9					114.9	293.5
CARLIL	CONCRD	710.0		89.6	11.2	810.8	317.9				33.0	350.9	1060.9
CARLIL	DRACUT	17.0				17.0							17.0
CARLIL	E-BSTN						16.5					16.5	16.5
CARLIL	FRAMHM	33.0				33.0							33.0
CARLIL	GROTON	15.4				15.4							15.4
CARLIL	HOPKTN	33.0				33.0							33.0
CARLIL	LEXNTN	66.0				66.0	66.0					66.0	132.0
CARLIL	LINCLN	33.0				33.0							33.0
CARLIL	LITLTN	33.0				33.0							33.0
CARLIL	LOWELL	66.5				66.5	33.0					33.0	99.5
CARLIL	MAYNRD	16.5				16.5	16.5					16.5	33.0
CARLIL	MEDFRD	70.6				70.6							70.6

TABLE C-1 (continued)

FROM	TO	VEHICLES					PASSENGERS						TOTAL
TOWN	TOWN	AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	PERSONS
CARLIL	PEABDY						33.0					33.0	33.0
CARLIL	READNG	73.6		14.5		88.1							73.6
CARLIL	SOMRVL	33.0				33.0	33.0					33.0	66.0
CARLIL	STOW--	47.5				47.5							47.5
CARLIL	SUDBRY	32.0				32.0							32.0
CARLIL	WALTHM	33.0		22.4	12.3	67.7	33.0					33.0	66.0
CARLIL	WATRTN	16.5				16.5							16.5
CARLIL	WILMTN	67.4				67.4							67.4
CARLIL	WOBURN			12.0		12.0							
CARLIL	*	2085.1		335.0	94.2	2514.3	878.3				429.0	1307.3	3392.4
CHASTN	CHASTN	4464.2	77.1	1811.7	833.4	7186.4	1810.2	42.6		3207.0	127.8	5187.6	9651.8
CHASTN	CHLMFD	34.0				34.0							34.0
CHASTN	CHLSEA	896.4		45.8	63.5	1005.7	501.8	85.2	114.8	5406.8		6108.6	7005.0
CHASTN	COHAST	35.0				35.0	35.0					35.0	70.0
CHASTN	CONCRD	102.8				102.8							102.8
CHASTN	DANVRS	37.4		12.4		49.8	70.4					70.4	107.8
CHASTN	DEDHAM	172.2		26.0	11.6	209.8							172.2
CHASTN	DRACUT	66.8				66.8	68.0					68.0	134.8
CHASTN	E-BSTN	663.3	88.8	80.6	104.5	937.2	498.8		35.0	1527.2	16.0	2077.0	2740.3
CHASTN	E-BWTR	15.0				15.0							15.0
CHASTN	EVERET	1449.2	11.1	186.3	65.8	1712.4	504.4	42.6		1791.8		2338.8	3788.0
CHASTN	FNWYJP	1358.3	76.1	114.1	199.2	1747.7	294.8	45.9		3124.8	22.9	3488.4	4846.7
CHASTN	FRAMHM	44.5			24.0	68.5	42.6					42.6	87.1
CHASTN	FRNKLN				12.0	12.0							
CHASTN	GEOGTN	69.6				69.6							69.6
CHASTN	GLOUCS	78.3				78.3	39.2					39.2	117.5
CHASTN	GROVLD						33.6					33.6	33.6
CHASTN	HALIFX	34.4				34.4							34.4
CHASTN	HANOVR	16.9			22.0	38.9							16.9
CHASTN	HARVRD									32.8		32.8	32.8
CHASTN	HAVRHL	33.6			24.8	58.4	95.6					95.6	129.2
CHASTN	HINGHM				12.0	12.0							
CHASTN	HOLBRK	65.6				65.6	32.8					32.8	98.4
CHASTN	HULL--	180.9				180.9	33.6					33.6	214.5
CHASTN	HYD-PK	416.2	11.1	12.0	12.0	451.3	155.2			37.5		192.7	608.9
CHASTN	IPSWCH	35.4				35.4	31.6					31.6	67.0
CHASTN	LAWRNC	34.4			24.0	58.4	138.6					138.6	173.0
CHASTN	LEXNTN	76.0		12.4	50.6	139.0	156.0					156.0	232.0
CHASTN	LINCLN				12.0	12.0	36.4					36.4	36.4
CHASTN	LITLTN	39.0				39.0							39.0
CHASTN	LOWELL	154.4			60.0	214.4	77.0					77.0	231.4
CHASTN	LYNFLD	36.8				36.8							36.8
CHASTN	LYNN--	278.8			67.6	346.4	79.8					79.8	358.6
CHASTN	MALDEN	1340.5	42.0	37.4	85.4	1505.3	403.6			1928.4		2332.0	3672.5
CHASTN	MARSFD						62.2					62.2	62.2
CHASTN	MATAPN	243.0	11.1			254.1	125.1					125.1	368.1
CHASTN	MAYNRD				12.0	12.0							
CHASTN	MEDFLD	85.2				85.2							85.2
CHASTN	MEDFRD	3107.1		107.8	123.0	3337.9	1603.3			10603.2		12206.5	15313.6
CHASTN	MELRUS	121.6			24.0	145.6							121.6
CHASTN	MERIMC						35.4					35.4	35.4
CHASTN	METHUN	98.4				98.4	33.0					33.0	131.4
CHASTN	MIDLTN						35.2					35.2	35.2
CHASTN	MILFRD						32.2					32.2	32.2
CHASTN	MILTON	36.3			24.0	60.3							36.3
CHASTN	N-ANDV						33.8					33.8	33.8
CHASTN	N-DORC	1194.8	55.5	12.0	60.6	1322.9	348.6			1224.6		1573.2	2768.0
CHASTN	N-RDNG	132.8				132.8	67.2					67.2	200.0
CHASTN	NAHANT	210.0				210.0							210.0
CHASTN	NATICK	16.0			24.0	40.0							16.0
CHASTN	NEEDHM	176.4			25.2	201.6							176.4
CHASTN	NEWB--	33.2				33.2							33.2
CHASTN	NEWBPT	65.2				65.2	49.5			44.1		93.6	158.8
CHASTN	NEWTON	703.1		36.0	49.1	788.2	239.4			196.0		435.4	1138.5
CHASTN	NORFLK				12.0	12.0							
CHASTN	NORWEL	15.6				15.6							15.6
CHASTN	NORWOD				24.0	24.0							
CHASTN	PEABDY	160.6		24.2		184.8	158.6					158.6	319.2
CHASTN	PEMBRK	35.2				35.2	33.4					33.4	68.6
CHASTN	PLAINV	35.6				35.6							35.6
CHASTN	QUINCY	1232.6		11.4	26.5	1270.5	35.8					35.8	1268.4
CHASTN	RANDLP	186.0				186.0	320.4					320.4	506.4
CHASTN	READNG						73.6			35.1		108.7	108.7
CHASTN	REVERE	721.8		35.3	71.7	828.8	647.2			382.5		1029.7	1751.5
CHASTN	ROCKLD	48.3				48.3	33.0					33.0	81.3
CHASTN	ROXBRY	318.4	44.4		81.6	444.4	133.2			1906.5		2039.7	2358.1
CHASTN	RSLNDL	90.7	11.1		24.0	125.8	116.4			34.0		150.4	241.1
CHASTN	S-BSTN	1402.6	66.6	170.2	369.1	2008.5	462.7		75.2	2239.2		2777.1	4179.7
CHASTN	S-DORC	310.4		50.3	57.6	418.3	56.2			605.5		661.7	972.1
CHASTN	SALEM-	93.6		23.4	35.8	152.8							93.6
CHASTN	SAUGUS	189.0			24.0	213.0	112.5					112.5	301.5
CHASTN	SHARON	32.2				32.2							32.2
CHASTN	SOMRVL	2940.5	86.6	301.0	537.0	3865.1	1311.5	89.1		9767.0		11167.6	14108.1
CHASTN	SOUTHB				12.0	12.0	30.0					30.0	30.0
CHASTN	STONHM	528.3			12.0	540.3	121.8			364.3		486.1	1014.4
CHASTN	STOUTN	235.2				235.2							235.2
CHASTN	SUDBRY	47.7		11.6		59.3							47.7
CHASTN	TEWKSB	121.6				121.6	30.4					30.4	152.0
CHASTN	TYNGSB						32.6					32.6	32.6
CHASTN	W-BWTR	45.6				45.6	15.2					15.2	60.8
CHASTN	W-ROXB	469.6				469.6	74.6			89.0		163.6	633.2
CHASTN	WAKEFD	248.0		34.9		282.9	127.8			42.6		170.4	418.4
CHASTN	WALTHM	535.5		24.0	73.4	632.9	250.0					250.0	785.5
CHASTN	WATRTN	117.7			85.4	203.1	74.0			186.0		260.0	377.7
CHASTN	WAYLND	15.7			12.0	27.7							15.7
CHASTN	WELSLY			23.6	24.0	47.6							
CHASTN	WESFRD	35.8				35.8							35.8
CHASTN	WESTON	71.2		11.6	13.4	96.2							71.2
CHASTN	WESTWD				12.0	12.0				68.0		68.0	68.0
CHASTN	WEYMTH	271.9		12.0	12.4	296.3	74.6					74.6	346.5
CHASTN	WHITMN	69.2				69.2	51.9					51.9	121.1
CHASTN	WILMTN	217.2			12.0	229.2	102.4				279.0	381.4	598.6
CHASTN	WINCTR	602.3		11.6	24.0	637.9	77.8			435.8		513.6	1115.9
CHASTN	WINTHP	196.5		24.0	12.4	232.9	272.3	39.3				311.6	508.1
CHASTN	WOBURN	357.1		23.2	83.7	464.0	322.1			71.2		393.3	750.4
CHASTN	*	30452.2	581.5	3286.8	3678.3	37998.8	12955.9	344.7	225.0	45350.9	445.7	59322.2	89774.4
CHLMFD	CHLMFD	13240.6	495.6	1740.3	892.4	16368.9	5807.5	125.2	30.8	46.2	8411.2	14420.9	27661.5
CHLMFD	CHLSEA				12.4	12.4							
CHLMFD	CONCRD	662.5		12.0		674.5	190.7					190.7	853.2
CHLMFD	DEDHAM	15.9				15.9	31.6					31.6	47.5

TABLE C-1 (continued)

FROM TOWN	TO TOWN	VEHICLES AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	PASSENGERS AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	TOTAL PERSONS
CHLMFD	DRACUT	726.9	10.2	79.4	13.4	829.9	555.1				31.8	586.9	1313.8
CHLMFD	DUNSBL			12.1	24.2	36.3	60.0					60.0	60.0
CHLMFD	E-BSTN	131.1				131.1	51.0					51.0	182.1
CHLMFD	EVERET				12.4	12.4							
CHLMFD	FNWYJP	112.4		12.1		124.5	174.9					174.9	287.3
CHLMFD	FRAMHM	32.8		36.3		69.1							32.8
CHLMFD	GROTON	93.8		12.1		105.9							93.8
CHLMFD	HANDVR	15.9				15.9							15.9
CHLMFD	HARVRD	81.2				81.2	48.2					48.2	129.4
CHLMFD	HAVRHL	64.0				64.0							64.0
CHLMFD	HOPKTN						30.8					30.8	30.8
CHLMFD	HUDSON			12.1		12.1	16.7					16.7	16.7
CHLMFD	IPSWCH										37.2	37.2	37.2
CHLMFD	LAWRNC	308.3		11.6	34.5	354.4	249.5					249.5	557.8
CHLMFD	LEXNTN	179.5		36.4		215.9	55.2					55.2	234.7
CHLMFD	LINCLN	65.3				65.3							65.3
CHLMFD	LITLTN	538.9	1.0		24.4	564.3	318.2					318.2	857.1
CHLMFD	LOWELL	14066.6	459.4	633.6	550.5	15710.1	6620.2	175.7		595.6	556.8	7948.3	22014.9
CHLMFD	LYNFLD			27.2		27.2			76.2			76.2	76.2
CHLMFD	LYNN--	87.5				87.5	34.0					34.0	121.5
CHLMFD	MALDEN	15.9				15.9							15.9
CHLMFD	MAYNRD	146.3				146.3							146.3
CHLMFD	MEDFRD	66.3				66.3	35.0					35.0	101.3
CHLMFD	METHUN	163.7			11.2	174.9	81.7					81.7	245.4
CHLMFD	MIDLTN	31.8				31.8	31.8					31.8	63.6
CHLMFD	N-ANDV	99.2				99.2	37.0					37.0	136.2
CHLMFD	N-DORC	15.9				15.9	15.9					15.9	31.8
CHLMFD	NATICK	15.4				15.4	15.4					15.4	30.8
CHLMFD	NEWTON	47.7		26.8		74.5							47.7
CHLMFD	NORWOD	30.8				30.8							30.8
CHLMFD	PEABDY	98.8				98.8	17.5					17.5	116.3
CHLMFD	PEPREL	32.2		23.2		55.4	63.0					63.0	95.2
CHLMFD	ROCKPT	17.0				17.0	17.0					17.0	34.0
CHLMFD	ROXBRY				25.4	25.4							
CHLMFD	RSLNDL				13.4	13.4							
CHLMFD	S-BSTN	15.4		24.0	24.4	63.8							15.4
CHLMFD	S-DORC	36.3				36.3	36.3					36.3	72.6
CHLMFD	SALEM-	31.8				31.8	63.6					63.6	95.4
CHLMFD	SAUGUS	32.9				32.9	15.9					15.9	48.8
CHLMFD	SHARON	15.8				15.8							15.8
CHLMFD	SOMRVL	97.6			36.6	134.2	96.9					96.9	194.5
CHLMFD	STONHM	66.3		23.2		89.5	68.0					68.0	134.3
CHLMFD	STOW--	15.8				15.8							15.8
CHLMFD	SUDBRY	49.9				49.9	37.0					37.0	86.9
CHLMFD	SWMSCT	17.5				17.5	17.5					17.5	35.0
CHLMFD	TEWKSB	961.1	30.6	45.2	23.2	1060.1	357.2					357.2	1318.3
CHLMFD	TOPSFD	17.0				17.0							17.0
CHLMFD	TYNGSB	618.4		81.4	71.7	771.5	349.1				142.8	491.9	1110.3
CHLMFD	WAKEFD	125.3				125.3	77.6					77.6	202.9
CHLMFD	WALPOL	31.8				31.8							31.8
CHLMFD	WALTHM	362.5		24.2		386.7	164.7					164.7	527.2
CHLMFD	WATRTN	99.8			10.1	109.9	34.0					34.0	133.8
CHLMFD	WELSLY	15.4			12.0	27.4	15.4					15.4	30.8
CHLMFD	WESFRD	1643.6	21.0	103.6	103.3	1871.5	598.9		30.8		30.8	660.5	2304.1
CHLMFD	WESTON	66.9				66.9							66.9
CHLMFD	WILMTN	316.3		38.7	11.2	366.2	210.9					210.9	527.2
CHLMFD	WOBURN	157.9				157.9	30.8					30.8	188.7
CHLMFD	•	35999.5	1017.8	3015.5	1906.7	41939.5	16731.7	300.9	137.8	641.8	9210.6	27022.8	63022.3
CHLSEA	CHLSEA	11254.4	724.6	3101.2	1181.0	16261.2	4756.7	661.3	39.9	5609.8	463.3	11531.0	22785.4
CHLSEA	CONCRD	16.4				16.4	100.6					100.6	117.0
CHLSEA	DANVRS	15.3				15.3							15.3
CHLSEA	DEDHAM				56.8	56.8							
CHLSEA	DOVER-				11.2	11.2							
CHLSEA	DRACUT			12.1		12.1							
CHLSEA	E-BSTN	3298.1	219.8	463.5	204.1	4185.5	1519.3	207.5	35.0	3462.7		5224.5	8522.6
CHLSEA	EASTON						38.4					38.4	38.4
CHLSEA	ESSEX-				23.6	23.6							
CHLSEA	EVERET	4608.1	90.0	455.7	351.1	5504.9	1844.7			946.4		2791.1	7399.2
CHLSEA	FNWYJP	823.3	8.3		118.2	949.8	496.7	45.9				542.6	1365.9
CHLSEA	FOXBRO	16.5				16.5	16.5					16.5	33.0
CHLSEA	FRAMHM	115.0			108.1	223.1							115.0
CHLSEA	FRNKLN	31.6				31.6							31.6
CHLSEA	GLOUCS	40.2				40.2							40.2
CHLSEA	GROVLD	33.6				33.6							33.6
CHLSEA	HANDVR				22.0	22.0							
CHLSEA	HAVRHL				15.6	15.6							
CHLSEA	HINGHM	67.6			11.8	79 '							67.6
CHLSEA	HOLBRK	65.6				65.6							65.6
CHLSEA	HYD-PK	122.8			11.4	134.2	38.8					38.8	161.6
CHLSEA	IPSWCH			11.8		11.8	37.2					37.2	37.2
CHLSEA	LAWRNC	79.8		12.6	13.5	105.9							79.8
CHLSEA	LEXNTN	235.0			35.4	270.4	72.0					72.0	307.0
CHLSEA	LINCLN	35.4				35.4							35.4
CHLSEA	LOWELL	33.0			36.9	69.9							33.0
CHLSEA	LYNFLD	194.8			27.2	222.0	36.8					36.8	231.6
CHLSEA	LYNN--	1358.3	71.9	51.2	183.5	1664.9	287.3					287.3	1645.6
CHLSEA	MALDEN	1915.9	12.0	11.3	205.4	2145.1	1526.7			44.5	79.8	1651.0	3566.9
CHLSEA	MARBHD	201.0				201.0	80.4					80.4	281.4
CHLSEA	MATAPN	173.0			11.8	184.8	201.8					201.8	374.8
CHLSEA	MEDFRD	1547.4	17.6	36.2	106.4	1707.6	647.9					647.9	2195.3
CHLSEA	MELROS	431.4		11.5	11.8	454.7							431.4
CHLSEA	METHUN			12.1		12.1							
CHLSEA	MIDLTN	35.2				35.2							35.2
CHLSEA	MILTON	138.8				138.8							138.8
CHLSEA	N-ANDV				12.4	12.4							
CHLSEA	N-DORC	121.6			24.0	145.6							121.6
CHLSEA	N-RDNG	33.6		15.6	27.4	76.6	33.6					33.6	67.2
CHLSEA	NAHANT	168.8				168.8							168.8
CHLSEA	NATICK	84.4			34.9	119.3							84.4
CHLSEA	NEEDHM				12.6	12.6							
CHLSEA	NEWB--	42.1			39.2	81.3							42.1
CHLSEA	NEWBPT				11.8	11.8							
CHLSEA	NEWTON	152.6		23.7	11.8	188.1	123.0			155.2		278.2	430.8
CHLSEA	NORWOD			23.6		23.6							
CHLSEA	PEABDY	370.3			23.1	393.4	153.2					153.2	523.5
CHLSEA	QUINCY	201.4		10.4	47.2	259.0	73.2					73.2	274.6
CHLSEA	RANDLP	79.8				79.8							79.8
CHLSEA	READNG	73.6			13.6	87.2	73.6					73.6	147.2
CHLSEA	REVERE	6068.5	212.2	408.1	249.3	6938.1	3293.0			1357.7		4650.7	10719.2
CHLSEA	ROCKLD	33.0				33.0							33.0
CHLSEA	ROCKPT				23.6	23.6							

TABLE C-1 (continued)

FROM TOWN	TO TOWN	********* V E H I C L E S ***********					*********** P A S S E N G E R S ************						TOTAL PERSONS
		AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	
CHLSEA	ROWLEY	17.6		27.1		44.7							17.6
CHLSEA	ROXBRY	480.2		12.0		492.2	168.8			89.4		258.2	738.4
CHLSEA	S-BSTN	866.6		70.8	232.3	1169.7	948.9			332.6		1281.5	2148.1
CHLSEA	S-DORC	92.8		23.6		116.4							92.8
CHLSEA	SALEM-			25.0	35.6	60.6	168.8					168.8	168.8
CHLSEA	SALSBY				15.5	15.5							
CHLSEA	SAUGUS	849.4	23.4	25.4	198.1	1096.3	579.8					579.8	1429.2
CHLSEA	SHARON	47.7				47.7	16.1					16.1	63.8
CHLSEA	SOMRVL	1160.4		36.6	243.4	1440.4	269.4			46.4		315.8	1476.2
CHLSEA	STONHM	169.2				169.2	39.9					39.9	209.1
CHLSEA	STOUTN	64.4			11.8	76.2							64.4
CHLSEA	SWMSCT	162.1				162.1	197.1					197.1	359.2
CHLSEA	TEWKSB	30.4			12.0	42.4							30.4
CHLSEA	WAKEFD	207.6			58.7	266.3	38.8					38.8	246.4
CHLSEA	WALPOL				23.6	23.6							
CHLSEA	WALTHM	441.1		46.9	36.6	524.6	36.3					36.3	477.4
CHLSEA	WATRTN	248.4		12.6	154.8	415.8							248.4
CHLSEA	WESFRD	33.6				33.6							33.6
CHLSEA	WESTON			24.6		24.6							
CHLSEA	WESTWD			24.0		24.0							
CHLSEA	WEYMTH	36.6				36.6	73.2					73.2	109.8
CHLSEA	WILMTN	34.4				34.4							34.4
CHLSEA	WINCTR	79.8				79.8	79.8					79.8	159.6
CHLSEA	WINTHP	597.0	8.0	55.1	11.4	671.5	390.2					390.2	987.2
CHLSEA	WOBURN	195.3		26.8		222.1							195.3
CHLSEA	*	40131.8	1387.8	5071.6	4311.5	50902.7	18458.5	914.7	74.9	12044.7	543.1	32035.9	72167.7
CLINTN	CLINTN	13177.2	788.5	717.4	833.0	15516.1	6596.6	597.6			348.6	7542.8	20720.0
CLINTN	CONCRD	135.9				135.9							135.9
CLINTN	FRAMHM	49.8				49.8	116.2					116.2	166.0
CLINTN	HARVRD	406.3		18.3		424.6	212.6					212.6	618.9
CLINTN	HOPKTN	32.6			13.4	46.0							32.6
CLINTN	HUDSON	679.8		23.2	49.2	752.2	324.4					324.4	1004.2
CLINTN	LANCTR	3322.2	66.5	310.2	113.5	3812.4	1514.4	147.6			49.6	1711.6	5033.8
CLINTN	LINCLN	33.2				33.2							33.2
CLINTN	LITLTN	19.5		24.4		43.9							19.5
CLINTN	LOWELL	36.4			12.4	48.8	38.8					38.8	75.2
CLINTN	MARLBO	149.6		54.0	34.8	238.4	150.8					150.8	300.4
CLINTN	MAYNRD	67.6				67.6							67.6
CLINTN	MEDFRD				13.4	13.4							
CLINTN	N-DORC	39.0				39.0	33.2					33.2	72.2
CLINTN	NATICK						16.6					16.6	16.6
CLINTN	NEEDHM			23.2		23.2							
CLINTN	NEWTON	33.2			11.6	44.8	69.8					69.8	103.0
CLINTN	NORBRO	32.0				32.0	32.0					32.0	64.0
CLINTN	S-DORC			12.0		12.0							
CLINTN	SHIRLY	257.6				257.6	64.4					64.4	322.0
CLINTN	SOMRVL		9.5		23.2	32.7							
CLINTN	STOUTN				11.6	11.6							
CLINTN	STOW--	46.5				46.5	62.0					62.0	108.5
CLINTN	SUDBRY	49.0				49.0	16.6				16.6	33.2	82.2
CLINTN	WALTHM				25.7	25.7							
CLINTN	WATRTN	31.8				31.8							31.8
CLINTN	WELSLY			11.6		11.6							
CLINTN	WESBRO	82.7		30.6		113.3							82.7
CLINTN	*	18681.9	864.5	1224.9	1141.8	21913.1	9248.4	745.2			414.8	10408.4	29090.3
COHAST	COHAST	7085.2	53.0	585.2	711.4	8434.8	3032.4				1732.5	4764.9	11850.1
COHAST	DANVRS	17.5				17.5							17.5
COHAST	DUXBRY	126.1				126.1	38.2					38.2	164.3
COHAST	E-BSTN	17.5				17.5							17.5
COHAST	FNWYJP	70.0			22.2	92.2	52.5			17.5		70.0	140.0
COHAST	HANOVR	221.5			12.0	233.5	119.5					119.5	341.0
COHAST	HINGHM	1525.8	2.0	154.4	192.2	1874.4	906.6				35.0	941.6	2467.4
COHAST	HULL--	221.5	4.0	57.3	46.8	329.6	135.9			33.6		169.5	391.0
COHAST	HYC-PK	77.6				77.6							77.6
COHAST	LEXNTN	17.5				17.5							17.5
COHAST	MALDEN	17.5				17.5							17.5
COHAST	MARSFD	45.0		23.6	44.4	113.0							45.0
COHAST	MATAPN	35.0				35.0							35.0
COHAST	MILLIS						17.5					17.5	17.5
COHAST	MILTON	135.1				135.1					35.0	35.0	170.1
COHAST	N-DORC	105.0				105.0	70.0					70.0	175.0
COHAST	NEEDHM	71.0				71.0	71.0					71.0	142.0
COHAST	NORWEL	162.2		46.0	413.1	621.3	99.8					99.8	262.0
COHAST	NORWOD	35.0				35.0							35.0
COHAST	PEABDY	17.5				17.5	17.5					17.5	35.0
COHAST	QUINCY	571.1		45.3	23.1	639.5	328.6					328.6	899.7
COHAST	RANDLP	17.5				17.5							17.5
COHAST	REVERE									35.0		35.0	35.0
COHAST	ROCKLD	68.0				68.0							68.0
COHAST	ROXBRY	35.0				35.0							35.0
COHAST	S-BSTN	109.0		12.0	12.0	133.0							109.0
COHAST	S-DORC	17.5				17.5							17.5
COHAST	SCITUT	2753.1		215.6	165.1	3133.8	1457.0				67.6	1524.6	4277.7
COHAST	SOMRVL	33.6				33.6							33.6
COHAST	STOUTN	17.5				17.5	30.8					30.8	48.3
COHAST	WALTHM	35.0				35.0							35.0
COHAST	WESTWD	15.2				15.2							15.2
COHAST	WEYMTH	392.6		35.8	35.2	463.6	211.8					211.8	604.4
COHAST	WHITMN			11.1		11.1							
COHAST	*	14068.6	59.0	1186.3	1677.5	16991.4	6589.1			86.1	1870.1	8545.3	22613.9
CONCRD	CONCRD	18873.6	291.0	3079.6	1397.1	23641.3	6962.0	176.6		176.0	4082.8	11397.4	30271.0
CONCRD	DANVRS	17.6	16.0			33.6							17.6
CONCRD	DEDHAM	70.2				70.2							70.2
CONCRD	DOVER-	69.6		14.0		83.6							69.6
CONCRD	DRACUT	387.6				387.6	134.2					134.2	521.8
CONCRD	E-BSTN	346.7		20.8	26.5	394.0	38.2					38.2	384.9
CONCRD	FNWYJP	451.2	2.0			453.2	156.8			16.5		173.3	624.5
CONCRD	FOXBRO	35.2				35.2							35.2
CONCRD	FRAMHM	463.4			12.1	475.5	133.9	16.4			62.8	213.1	676.5
CONCRD	GEOGTN	34.8				34.8							34.8
CONCRD	GROTON	129.9				129.9	60.3					60.3	190.2
CONCRD	HARVRD	126.5			10.4	136.9							126.5
CONCRD	HINGHM	31.8				31.8							31.8
CONCRD	HOLSTN	49.2				49.2							49.2
CONCRD	HOPEDL	33.0				33.0							33.0
CONCRD	HOPKTN			10.5		10.5							
CONCRD	HUDSON	364.5	16.0		10.4	390.9	68.8					68.8	433.3

TABLE C-1 (continued)

FROM TOWN	TO TOWN	********* V E H I C L E S ********** AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	*********** P A S S E N G E R S ************ AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	TOTAL PERSONS
CONCRD	HYD-PK	39.1			12.0	51.1							39.1
CONCRD	IPSWCH				20.8	20.8							
CONCRD	LANCTR	58.0				58.0							58.0
CONCRD	LAWRNC	115.9				115.9	50.5					50.5	166.4
CONCRD	LEXNTN	2955.0	32.3	80.8	107.3	3175.4	1264.0			36.0	76.4	1376.4	4331.4
CONCRD	LINCLN	1683.7	18.0	174.4	66.5	1942.6	543.4		36.4			579.8	2263.5
CONCRD	LITLTN	639.6		12.4	37.2	689.2	221.4					221.4	861.0
CONCRD	LOWELL	717.6		14.6	33.8	766.0	489.4					489.4	1207.0
CONCRD	LYNFLD	36.8				36.8	110.4					110.4	147.2
CONCRD	LYNN--	239.0				239.0	115.6					115.6	354.6
CONCRD	MALDEN	136.3		22.3		158.6							136.3
CONCRD	MARBHD	80.4				80.4							80.4
CONCRD	MARLBO	167.6		44.8	13.5	225.9	34.0					34.0	201.6
CONCRD	MAYNRD	2029.9	4.0	120.8	49.4	2204.1	723.5			190.8	137.6	1051.9	3081.8
CONCRD	MEDFLD	47.2				47.2							47.2
CONCRD	MEDFRD	533.4			41.2	574.6	83.8					83.8	617.2
CONCRD	MEDWAY	34.0				34.0							34.0
CONCRD	MELROS				23.0	23.0	87.4					87.4	87.4
CONCRD	METHUN	34.8				34.8	67.4					67.4	102.2
CONCRD	MILFRD	96.5				96.5							96.5
CONCRD	MILLIS	17.1				17.1							17.1
CONCRD	MILTON	153.0				153.0							153.0
CONCRD	N-ANDV	36.7				36.7							36.7
CONCRD	N-DORC	87.2				87.2				15.5		15.5	102.7
CONCRD	N-RDNG	100.0				100.0	33.6					33.6	133.6
CONCRD	NAHANT						52.6					52.6	52.6
CONCRD	NATICK	177.6			10.4	188.0	31.6					31.6	209.2
CONCRD	NEEDHM	121.1		11.7		132.8	86.2					86.2	207.3
CONCRD	NEWTON	439.7		23.4	33.8	496.9	121.4					121.4	561.1
CONCRD	NORBRO	32.0				32.0							32.0
CONCRD	NORFLK	32.0				32.0							32.0
CONCRD	PEABDY	52.8				52.8	127.7					127.7	180.5
CONCRD	PEPREL	64.4		11.2		75.6							64.4
CONCRD	PLAINV	35.6				35.6							35.6
CONCRD	QUINCY	165.2		10.4		175.6	39.5					39.5	204.7
CONCRD	READNG	15.4				15.4							15.4
CONCRD	ROXBRY	53.9			24.0	77.9	154.0			43.0		197.0	250.9
CONCRD	RSLNDL	78.2				78.2							78.2
CONCRD	S-BSTN	59.2		10.4	12.0	81.6	17.5					17.5	76.7
CONCRD	SALEM-	51.0				51.0							51.0
CONCRD	SAUGUS	106.8				106.8	73.8					73.8	180.6
CONCRD	SCITUT			20.8		20.8							
CONCRD	SHARON	16.1				16.1							16.1
CONCRD	SHERBN	47.4				47.4							47.4
CONCRD	SHIRLY	109.2				109.2	15.4			15.6		31.0	140.2
CONCRD	SOMRVL	548.4		10.7	11.2	570.3	17.6					17.6	566.0
CONCRD	SOUTHB	63.6				63.6					47.7	47.7	111.3
CONCRD	STONHM	35.2				35.2	94.2					94.2	129.4
CONCRD	STOUTN	32.4				32.4	38.0					38.0	70.4
CONCRD	STOW--	252.2	4.0			256.2	46.5					46.5	298.7
CONCRD	SUDBRY	815.2		60.3	37.4	912.9	757.7				47.7	805.4	1620.6
CONCRD	TEWKSB	30.4			12.1	42.5							30.4
CONCRD	TYNGSB	62.6			10.4	73.0	16.3					16.3	78.9
CONCRD	UXBRDG	41.8				41.8							41.8
CONCRD	W-ROXB	186.4			12.0	198.4							186.4
CONCRD	WAKEFD	77.6				77.6	77.6					77.6	155.2
CONCRD	WALPOL	15.8				15.8	15.8					15.8	31.6
CONCRD	WALTHM	1705.7	16.0	48.1	71.1	1840.9	230.1			32.8		262.9	1968.6
CONCRD	WATRTN	312.4		59.1	35.2	406.7	52.8					52.8	365.2
CONCRD	WAYLND	219.2			12.3	231.5	84.1				317.1	401.2	620.4
CONCRD	WELSLY	227.9				227.9							227.9
CONCRD	WESFRD	245.9				245.9	114.6					114.6	360.5
CONCRD	WESTON	322.2			12.0	334.2	117.7					117.7	439.9
CONCRD	WEYMTH			20.8		20.8							
CONCRD	WHITMN	34.6				34.6							34.6
CONCRD	WILMTN	51.6		23.8	12.0	87.4	103.2					103.2	154.8
CONCRD	WINCTR							35.2				35.2	35.2
CONCRD	WINTHP	77.2		20.8	10.4	108.4							77.2
CONCRD	WOBURN	209.0		35.2	24.3	268.5	86.2				71.2	157.4	366.4
CONCRD	*	38748.5	399.3	3961.7	2201.8	45311.3	13950.7	228.2	36.4	526.2	4843.3	19584.8	58333.3
DANVRS	DANVRS	21356.5	118.0	2212.7	1349.5	25036.7	11434.0	188.4	74.8	85.0	2560.9	14343.1	35699.6
DANVRS	DEDHAM	126.8				126.8	68.0					68.0	194.8
DANVRS	DRACUT	34.0				34.0							34.0
DANVRS	E-BSTN	225.8	9.0			234.8	247.7					247.7	473.5
DANVRS	EASTON	17.6				17.6							17.6
DANVRS	ESSEX-	98.1				98.1	138.7					138.7	236.8
DANVRS	EVERET	350.2		24.0	41.0	415.2	96.8					96.8	447.0
DANVRS	FNKYJP	414.4		13.4		427.8	152.0					152.0	566.4
DANVRS	GEOGTN	173.2		53.2	11.9	238.3	85.8					85.8	259.0
DANVRS	GLOUCS	468.8		35.8	48.2	552.8	136.4					136.4	605.2
DANVRS	HAMLTN	725.2		12.0		737.2	330.6					330.6	1055.8
DANVRS	HAVRHL	349.8		22.4		372.2	320.9					320.9	670.7
DANVRS	HINGHM	37.4				37.4							37.4
DANVRS	HOLSTN	32.8				32.8							32.8
DANVRS	HYD-PK	39.1				39.1							39.1
DANVRS	IPSWCH	398.1		50.7	12.0	460.8	313.7					313.7	711.8
DANVRS	LAWRNC	173.0		12.4	45.6	231.0	104.4			68.8	33.0	206.2	379.2
DANVRS	LOWELL	209.4		11.8		221.2	102.0					102.0	311.4
DANVRS	LYNFLD	73.6			37.4	111.0							73.6
DANVRS	LYNN--	2074.6		38.5	73.0	2186.1	905.9			41.2		947.1	3021.7
DANVRS	MALDEN	426.4	21.0	23.2		470.6	140.8					140.8	567.2
DANVRS	MANCTR	55.1				55.1							55.1
DANVRS	MARBHD	460.9		12.0		472.9	401.2					401.2	862.1
DANVRS	MEDFRD	164.0	1.0		35.4	200.4							164.0
DANVRS	MELROS	81.0		11.4		92.4							81.0
DANVRS	METHUN	129.1			12.1	141.2	34.4					34.4	163.5
DANVRS	MIDLTN	1456.7		143.6		1600.3	496.9		17.6			514.5	1971.2
DANVRS	N-ANDV	143.2			12.0	155.2	70.4					70.4	213.6
DANVRS	N-DORC	70.4				70.4							70.4
DANVRS	N-RDNG	148.8				148.8	99.2					99.2	248.0
DANVRS	NEEDHM	81.8				81.8							81.8
DANVRS	NEWB--	72.8		20.8		93.6	72.8					72.8	145.6
DANVRS	NEWBPT	80.0			11.8	91.8	144.9					144.9	224.9
DANVRS	NEWTON	177.2				177.2	70.4					70.4	247.6
DANVRS	PEABDY	8003.2	2.0	421.2	306.8	8733.2	4688.8	73.8		72.8		4835.4	12838.6
DANVRS	QUINCY	76.7				76.7	38.0					38.0	114.7
DANVRS	READNG	143.8				143.8							143.8
DANVRS	REVERE	285.1		13.0	171.0	469.1							285.1
DANVRS	ROCKPT	188.8		15.3		204.1	127.0					127.0	315.8
DANVRS	ROWLEY	145.2		10.4	13.4	169.0	56.2					58.2	203.4
DANVRS	ROXBRY			24.0		24.0							

TABLE C-1 (continued)

FROM TOWN	TO TOWN	VEHICLES AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	PASSENGERS AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	TOTAL PERSONS
DANVRS	S-BSTN	140.8			12.0	152.8							140.8
DANVRS	S-DORC						37.7					37.7	37.7
DANVRS	SALEM-	6464.7		203.0	214.4	6882.1	4362.9	76.0	74.8	268.0		4781.7	11246.4
DANVRS	SALSBY	122.4		10.4		132.8							122.4
DANVRS	SAUGUS	592.1		58.8	47.4	698.3	301.1			81.6		382.7	974.8
DANVRS	SOMRVL				26.8	26.8							
DANVRS	SWMSCT	150.7	9.0		12.2	171.9	73.0			41.2		114.2	264.9
DANVRS	TEWKSB	32.2				32.2							32.2
DANVRS	TOPSFD	687.4	2.0	143.8	11.4	844.6	119.0					119.0	806.4
DANVRS	WAKEFD	75.8		67.8	11.7	155.3	75.4					75.4	151.2
DANVRS	WALTHM	110.0				110.0	70.4					70.4	180.4
DANVRS	WATRTN	81.6				81.6							81.6
DANVRS	WAYLND	51.9				51.9							51.9
DANVRS	WELSLY	36.6		13.0		49.6				34.4		34.4	71.0
DANVRS	WENHAM	242.1		12.4		254.5	74.8					74.8	316.9
DANVRS	WESTON	37.0				37.0							37.0
DANVRS	WEYMTH	150.3				150.3	76.8					76.8	227.1
DANVRS	WILMTN	221.6		14.3	14.5	250.4							221.6
DANVRS	WINCTR						37.7					37.7	37.7
DANVRS	WINTHP			36.0		36.0							
DANVRS	*	48965.8	162.0	3741.3	2531.5	55400.6	26108.7	338.2	167.2	693.0	2593.9	29901.0	78866.8
DEDHAM	DEDHAM	19761.7	506.0	4918.8	2600.5	27807.0	7630.7	220.0		386.8	1732.4	9969.9	29751.6
DEDHAM	DOVER-	396.4				396.4	177.6					177.6	574.0
DEDHAM	E-BSTN	161.0	11.1			172.1	344.8					344.8	505.8
DEDHAM	E-BWTR	69.0				69.0	30.0					30.0	99.0
DEDHAM	EASTON	17.6			11.7	29.3							17.6
DEDHAM	EVERET			14.5	38.3	52.8							
DEDHAM	FNWYJP	3019.2	16.0	11.6	24.0	3070.8	1198.7		34.6	765.3		1998.6	5017.8
DEDHAM	FOXBRO	251.3		23.3	12.0	286.6	66.0					66.0	317.3
DEDHAM	FRAMHM	335.1			23.2	358.3	212.7					212.7	547.8
DEDHAM	FRNKLN	52.8			12.0	64.8	15.8					15.8	68.6
DEDHAM	GROTON	60.3		11.6		71.9							60.3
DEDHAM	HANOVR	16.1				16.1							16.1
DEDHAM	HINGHM	33.8			11.6	45.4							33.8
DEDHAM	MDLBRK	130.8				130.8	16.4					16.4	147.2
DEDHAM	HOPEDL	33.0				33.0							33.0
DEDHAM	HUDSON	17.1				17.1							17.1
DEDHAM	HULL--	16.8		11.0		27.8							16.8
DEDHAM	HYD-PK	3572.8	157.7	222.4	270.9	4223.8	1663.4			70.8	72.8	1807.0	5379.8
DEDHAM	IPSWCH				11.8	11.8							
DEDHAM	LAWRNC	53.2		11.2		64.4							53.2
DEDHAM	LEXNTN	38.2				38.2							38.2
DEDHAM	LINCLN	18.2				18.2							18.2
DEDHAM	LOWELL						34.0					34.0	34.0
DEDHAM	LYNFLD	68.0				68.0							68.0
DEDHAM	LYNN--						42.3					42.3	42.3
DEDHAM	MALDEN	180.4				180.4							180.4
DEDHAM	MANCTR	38.6				38.6							38.6
DEDHAM	MARBHD						75.2					75.2	75.2
DEDHAM	MARSFD	30.0				30.0							30.0
DEDHAM	MATAPN	383.0		34.8	12.0	429.8	78.0					78.0	461.0
DEDHAM	MEDFLD	633.2	1.0	34.4	23.0	691.6	235.5					235.5	868.7
DEDHAM	MEDFRD	115.8			11.4	127.2							115.8
DEDHAM	MEDWAY	33.1		13.9		47.0	16.1			34.0		50.1	83.2
DEDHAM	MELROS	43.7				43.7	34.0					34.0	77.7
DEDHAM	MENDON				23.6	23.6							
DEDHAM	METHUN	17.2		25.9		43.1							17.2
DEDHAM	MILFRD	64.4				64.4	32.2					32.2	96.6
DEDHAM	MILLIS	226.7	1.0	13.4		241.1	136.8					136.8	363.5
DEDHAM	MILTON	946.4	11.1	25.9		983.4	751.2				68.0	819.2	1765.6
DEDHAM	N-ANDV	30.0				30.0							30.0
DEDHAM	N-DORC	649.7		107.8	12.0	769.5	153.9			37.6		191.5	841.2
DEDHAM	NATICK	425.9			12.6	438.5	95.6	15.8			79.0	190.4	616.3
DEDHAM	NEEDHM	2486.7	40.0	13.4	116.4	2656.5	953.8			34.2	34.8	1022.8	3509.5
DEDHAM	NEWBPT			12.0		12.0							
DEDHAM	NEWTON	1553.9		13.4	375.0	1942.3	534.4					534.4	2088.3
DEDHAM	NORWEL			11.6		11.6							
DEDHAM	NORWOD	5095.8		266.8	160.2	5522.8	2734.4		39.0	35.3		2808.7	7904.5
DEDHAM	PEMBRK	16.7				16.7							16.7
DEDHAM	QUINCY	904.1		93.6	13.4	1011.1	254.0					254.0	1158.1
DEDHAM	RANDLP	402.0		37.8		439.8	244.4					244.4	646.4
DEDHAM	REVERE	90.6		11.5	12.2	114.3							90.6
DEDHAM	ROCKLD	39.5				39.5	128.4					128.4	167.9
DEDHAM	ROXBRY	315.0	27.1	35.2	59.2	436.5	533.9					533.9	848.9
DEDHAM	RSLNDL	2095.0		93.6	36.3	2224.9	770.4			182.9		953.3	3048.3
DEDHAM	S-BSTN	378.1		23.6	62.3	464.0	221.2					221.2	599.3
DEDHAM	S-DORC	216.8		37.4	12.0	266.2	145.2			35.4		180.6	397.4
DEDHAM	SALEM-	34.0				34.0							34.0
DEDHAM	SAUGUS	34.0			24.2	58.2	15.8					15.8	49.8
DEDHAM	SCITUT	48.7				48.7							48.7
DEDHAM	SHARON	459.8		21.2		481.0	143.0					143.0	602.8
DEDHAM	SHERBN	66.2				66.2							66.2
DEDHAM	SHIRLY	31.8				31.8	31.8					31.8	63.6
DEDHAM	SOMRVL	254.8		23.2	80.4	358.4	314.6					314.6	569.4
DEDHAM	SOUTHB				12.0	12.0							
DEDHAM	STOUTN	97.2		23.2	11.3	131.7	64.4					64.4	161.6
DEDHAM	UXBRDG	16.5				16.5							16.5
DEDHAM	W-BWTR	30.4				30.4							30.4
DEDHAM	W-ROXB	4381.3	48.0	93.2	258.5	4781.0	2381.6		34.6	34.0		2450.2	6831.5
DEDHAM	WAKEFD	115.2				115.2							115.2
DEDHAM	WALPOL	967.2		67.2	370.4	1404.8	587.2					587.2	1554.4
DEDHAM	WALTHM	264.6		12.0	42.0	318.6							264.6
DEDHAM	WATRTN	223.3			12.0	235.3	34.0					34.0	257.3
DEDHAM	WAYLND	70.8		14.5		85.3							70.8
DEDHAM	WELSLY	637.2				637.2	355.4					355.4	992.6
DEDHAM	WESBRO	33.0				33.0							33.0
DEDHAM	WESFRD				11.7	11.7							
DEDHAM	WESTON	90.3		23.2	23.2	136.7	80.8					80.8	171.1
DEDHAM	WESTWD	3305.6	56.0	144.4	110.4	3616.4	1881.1		82.6	82.6	69.2	2115.5	5421.1
DEDHAM	WEYMTH	359.7		35.6	11.6	406.9	42.1					42.1	401.8
DEDHAM	WHITMN	90.1				90.1							90.1
DEDHAM	WINCTR	38.9				38.9							38.9
DEDHAM	WOBURN	47.8		24.0		71.8							47.8
DEDHAM	WRENTM	189.4				189.4	55.0					55.0	244.4
DEDHAM	*	57442.5	875.0	6612.1	4925.3	69854.9	25547.8	235.8	190.8	1698.9	2056.2	29729.5	87172.0
DOVER-	DOVER-	1689.8		277.3	12.1	1979.2	1090.8				963.2	2054.0	3743.8
DOVER-	DUXBRY	17.2				17.2	17.2					17.2	34.4
DOVER-	E-BSTN	66.9				66.9							66.9
DOVER-	FNWYJP	86.0				86.0	148.9					148.9	234.9
DOVER-	FOXBRO	16.5				16.5	16.5					16.5	33.0

TABLE C-1 (continued)

FROM	TO	VEHICLES					PASSENGERS						TOTAL
TOWN	TOWN	AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	PERSONS
DOVER-	FRAMHM	134.4				134.4	103.2					103.2	237.6
DOVER-	FRNKLN	34.4				34.4							34.4
DOVER-	GLOUCS				11.3	11.3							
DOVER-	HINGHM	51.6				51.6							51.6
DOVER-	HOLSTN	32.8				32.8							32.8
DOVER-	LEXNTN	30.6				30.6							30.6
DOVER-	MATAPN			12.1		12.1							
DOVER-	MEDFLD	335.0		25.4		360.4	15.7				31.4	47.1	382.1
DOVER-	MEDWAY				11.2	11.2							
DOVER-	MILLIS	49.6			22.4	72.0	34.2					34.2	83.8
DOVER-	MILTON	37.6		12.1		49.7							37.6
DOVER-	NATICK	514.1		81.4	11.3	606.8	66.2					66.2	580.3
DOVER-	NEEDHM	823.6		76.4		900.0	415.0					415.0	1238.6
DOVER-	NEWTON	318.2		26.8	11.7	356.7	97.6					97.6	415.8
DOVER-	NORWOD	209.3		11.1		220.4	53.8					53.8	263.1
DOVER-	PLAINV	34.4				34.4							34.4
DOVER-	S-BSTN	51.6				51.6	17.2					17.2	68.8
DOVER-	S-DORC	37.6				37.6							37.6
DOVER-	SHARON	32.2				32.2							32.2
DOVER-	SHERBN	160.8		21.8		182.6	110.6				247.2	357.8	518.6
DOVER-	SOMRVL				21.6	21.6							
DOVER-	SUDBRY	16.4				16.4	65.6					65.6	82.0
DOVER-	WALPOL	116.1				116.1	33.2					33.2	149.3
DOVER-	WALTHM	157.2				157.2	71.2					71.2	228.4
DOVER-	WAYLND	121.7				121.7							121.7
DOVER-	WELSLY	650.3		49.0		699.3	258.0					258.0	908.3
DOVER-	WESFRD	35.8				35.8							35.8
DOVER-	WESTON	51.6				51.6							51.6
DOVER-	WESTWD	322.1		22.8	22.4	367.3	463.7					463.7	785.8
DOVER-	WINCTR	17.2				17.2							17.2
DOVER-	*	6252.6		616.2	124.0	6992.8	3078.6				1241.8	4320.4	10573.0
DRACUT	DRACUT	6212.1	122.4	1283.2	366.0	7983.7	2883.0	17.0		85.0	4999.5	7984.5	14196.6
DRACUT	E-BSTN	34.0				34.0							34.0
DRACUT	FNWYJP	17.0				17.0	68.0					68.0	85.0
DRACUT	FRAMHM	34.0				34.0							34.0
DRACUT	GROTON	34.0				34.0							34.0
DRACUT	HARVRD	68.0				68.0							68.0
DRACUT	HAVRHL	117.1				117.1							117.1
DRACUT	IPSWCH	34.0				34.0							34.0
DRACUT	LAWRNC	885.6		33.6	33.6	952.8	222.2	68.0		16.1		306.3	1191.9
DRACUT	LITLTN	36.2			12.8	49.0	70.2					70.2	106.4
DRACUT	LOWELL	12548.7	612.0	854.5	381.5	14396.7	6751.1	138.4		945.6	742.5	8577.6	21126.3
DRACUT	LYNN--	70.0				70.0							70.0
DRACUT	MALDEN			13.4		13.4							
DRACUT	MAYNRD			13.4		13.4	32.2					32.2	32.2
DRACUT	MEDFRD	34.0				34.0							34.0
DRACUT	MEDWAY	34.0				34.0	170.0					170.0	204.0
DRACUT	METHUN	422.5		35.4	133.1	591.0	232.4			17.0		249.4	671.9
DRACUT	N-ANDV	66.2			28.2	94.4	102.0					102.0	168.2
DRACUT	NEWB--			26.8		26.8							
DRACUT	PEABDY	73.1				73.1							73.1
DRACUT	PEPREL	32.2				32.2							32.2
DRACUT	STONHM	17.0				17.0							17.0
DRACUT	SUDBRY						34.0					34.0	34.0
DRACUT	TEWKSB	390.3		27.6		417.9	256.1			34.0		290.1	680.4
DRACUT	TYNGSB	549.1		76.4		625.5	214.7			16.3	64.4	295.4	844.5
DRACUT	W-ROXB	38.8		26.8		65.6							38.8
DRACUT	WALTHM	242.9			11.5	254.4	153.0					153.0	395.9
DRACUT	WATRTN						34.0					34.0	34.0
DRACUT	WELSLY	84.3				84.3							84.3
DRACUT	WESFRD	99.5				99.5							99.5
DRACUT	WILMTN	83.2				83.2							83.2
DRACUT	WOBURN	34.0				34.0							34.0
DRACUT	*	22291.8	734.4	2391.1	966.7	26384.0	11222.9	223.4		1114.0	5806.4	18366.7	40658.5
DUNSBL	DUNSBL	360.0		50.4		410.4	90.0				90.0	180.0	540.0
DUNSBL	E-BSTN	30.0				30.0	15.0					15.0	45.0
DUNSBL	FRAMHM	17.0				17.0							17.0
DUNSBL	GROTON	16.2		12.1		28.3	50.1				30.0	80.1	96.3
DUNSBL	LITLTN	15.0				15.0							15.0
DUNSBL	LOWELL	306.4		26.2	181.5	514.1	153.0				120.0	273.0	579.4
DUNSBL	NEWTON	15.0				15.0	15.0					15.0	30.0
DUNSBL	PEPREL	166.1				166.1							166.1
DUNSBL	SUDBRY										16.0	16.0	16.0
DUNSBL	TEWKSB	60.0				60.0							60.0
DUNSBL	TYNGSB	76.2		27.6	39.7	143.5	32.6					32.6	108.8
DUNSBL	WESFRD	15.0				15.0							15.0
DUNSBL	*	1076.9		116.3	221.2	1414.4	355.7				256.0	611.7	1688.6
DUXBRY	DUXBRY	3856.6	102.0	762.2	474.6	5195.4	1095.2		76.4		2066.0	3237.6	7094.2
DUXBRY	E-BSTN	57.3				57.3	95.5					95.5	152.8
DUXBRY	E-BWTR	50.4			10.5	60.9							50.4
DUXBRY	EASTON	16.9				16.9							16.9
DUXBRY	HALIFX	15.0				15.0							15.0
DUXBRY	HANOVR	285.0		11.8	43.4	340.2	115.6					115.6	400.6
DUXBRY	HANSON			22.6		22.6							
DUXBRY	HINGHM	38.2				38.2	114.6					114.6	152.8
DUXBRY	MARSFD	516.0		139.7	125.3	781.0	295.9			17.7	17.7	331.3	847.3
DUXBRY	MILTON	38.2				38.2							38.2
DUXBRY	NEWTON	19.1				19.1							19.1
DUXBRY	NORWEL	16.9		23.2		40.1							16.9
DUXBRY	PEABDY	19.1				19.1							19.1
DUXBRY	PEMBRK	140.0		57.5	11.3	208.8	70.4					70.4	210.4
DUXBRY	QUINCY	38.2		10.4		48.6							38.2
DUXBRY	RANDLP	70.8				70.8	54.5					54.5	125.3
DUXBRY	ROCKLD	55.9				55.9	53.1					53.1	109.0
DUXBRY	S-DORC	38.2				38.2							38.2
DUXBRY	SAUGUS	38.2				38.2							38.2
DUXBRY	SCITUT	172.0			11.5	183.5							172.0
DUXBRY	WALTHM	19.1				19.1							19.1
DUXBRY	WEYMTH	77.0				77.0							77.0
DUXBRY	WHITMN	90.9				90.9	16.1					16.1	107.0
DUXBRY	*	5669.0	102.0	1027.4	676.6	7475.0	1910.9		76.4	17.7	2083.7	4088.7	9757.7
E-BSTN	E-BSTN	13633.9	1158.3	1213.8	692.4	16698.4	6362.8	347.5		16881.4		23591.7	37225.6
E-BSTN	E-BWTR	30.0				30.0							30.0
E-BSTN	EASTON	35.8				35.8							35.8
E-BSTN	EVERET	1515.6	21.6	67.5	121.3	1726.0	1182.2			611.2		1793.4	3309.0
E-BSTN	FNWYJP	1743.2	307.2	20.8	72.4	2148.6	1020.0	52.7		2962.9		4035.6	5783.8
E-BSTN	FRAMHM	277.9			11.8	289.7	161.0					161.0	438.9
E-BSTN	FRNKLN	16.3				16.3							16.3

TABLE C-1 (continued)

FROM	TO	********* VEHICLES ***********					*********** PASSENGERS ************						TOTAL
TOWN	TOWN	AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	PERSONS
E-BSTN	GEOGTN	17.4				17.4							17.4
E-BSTN	GLOUCS	39.2				39.2	34.7					34.7	73.9
E-BSTN	GROTON	80.4				80.4	40.2					40.2	120.6
E-BSTN	HAMLTN	37.0				37.0							37.0
E-BSTN	HANOVR	32.2				32.2	50.7					50.7	82.9
E-BSTN	HARVRD	16.4				16.4	65.6					65.6	82.0
E-BSTN	HAVRHL	16.5				16.5							16.5
E-BSTN	HINGHM	100.6			12.0	112.6	33.8			33.8		67.6	168.2
E-BSTN	HOLBRK						32.8					32.8	32.8
E-BSTN	HOLSTN	65.6				65.6	16.4					16.4	82.0
E-BSTN	HUDSON	34.4				34.4		17.2				17.2	51.6
E-BSTN	HULL--	16.8				16.8	16.8					16.8	33.6
E-BSTN	HYD-PK	410.8	22.2	12.0	13.0	458.0	157.4			82.4		239.8	650.6
E-BSTN	IPSWCH	151.8				151.8							151.8
E-BSTN	LAWRNC	98.9			13.5	112.4							98.9
E-BSTN	LEXNTN	427.4	29.5	12.1	24.0	493.0	171.2	37.4				208.6	636.0
E-BSTN	LINCLN	18.2	2.0			20.2	16.4	36.4				52.8	71.0
E-BSTN	LITLTN	18.1				18.1							18.1
E-BSTN	LOWELL	102.5		24.2	12.4	139.1	18.2					18.2	120.7
E-BSTN	LYNFLD	73.6	44.4	27.2		145.2							73.6
E-BSTN	LYNN--	1632.4	38.5	25.4	70.8	1767.1	1515.7					1515.7	3148.1
E-BSTN	MALDEN	1587.5	102.9	183.8	100.1	1974.3	541.6					541.6	2129.1
E-BSTN	MARBHD	364.2		25.0		389.2	372.8					372.8	737.0
E-BSTN	MARLBO	32.8				32.8	16.4					16.4	49.2
E-BSTN	MARSFD	31.1				31.1							31.1
E-BSTN	MATAPN	134.6	11.1	25.8		171.5	117.0			82.5		199.5	334.1
E-BSTN	MEDFLD	15.7			11.8	27.5							15.7
E-BSTN	MEDFRD	1758.8	39.2	110.4	47.8	1956.2	875.8					875.8	2634.6
E-BSTN	MELROS	449.0		23.0	11.5	483.5	119.3					119.3	568.3
E-BSTN	MERIMC	53.1	4.0			57.1							53.1
E-BSTN	MIDLTN	35.2				35.2	35.2					35.2	70.4
E-BSTN	MILTON			12.0	108.0	120.0	37.2					37.2	37.2
E-BSTN	N-ANDV	98.6				98.6							98.6
E-BSTN	N-DORC	871.0	11.1	70.7	24.0	976.8	212.4			807.9		1020.3	1891.3
E-BSTN	N-RDNG	305.7				305.7	153.0					153.0	458.7
E-BSTN	NAHANT	110.4		12.5		122.9	41.9					41.9	152.3
E-BSTN	NATICK	180.0				180.0	159.0					159.0	339.0
E-BSTN	NEEDHM	273.6	59.1			332.7							273.6
E-BSTN	NEWB--	33.2				33.2							33.2
E-BSTN	NEWBPT	31.4			12.0	43.4							31.4
E-BSTN	NEWTON	827.5	84.3	35.7	23.0	970.5	447.9	36.6		71.2		555.7	1383.2
E-BSTN	NORWOD	74.6				74.6	74.6					74.6	149.2
E-BSTN	PEABDY	843.6				843.6	209.6					209.6	1053.2
E-BSTN	QUINCY	507.8	68.6	13.0		589.4	216.6			117.4	16.0	350.0	857.8
E-BSTN	RANDLP	202.3	11.1	12.5		225.9							202.3
E-BSTN	READNG	324.4				324.4							324.4
E-BSTN	REVERE	4862.2	171.9	213.3	189.2	5436.6	2678.4	34.0		1991.7		4704.1	9566.3
E-BSTN	ROCKLD			11.1		11.1							
E-BSTN	ROWLEY	37.4				37.4	37.4					37.4	74.8
E-BSTN	ROXBRY	392.9	66.6	36.0	36.0	531.5	126.7			1072.4		1199.1	1592.0
E-BSTN	RSLNDL	78.2	11.1		24.0	113.3							78.2
E-BSTN	S-BSTN	928.0	122.1	130.8	174.8	1355.7	552.1			638.6		1190.7	2118.7
E-BSTN	S-DORC	134.6			11.4	146.0	100.7			117.2		217.9	352.5
E-BSTN	SALEM-	284.2				284.2	206.9					206.9	491.1
E-BSTN	SAUGUS	1146.5		58.7	76.0	1281.2	1014.9					1014.9	2161.4
E-BSTN	SCITUT	50.7				50.7	33.8					33.8	84.5
E-BSTN	SHARON	31.9				31.9	31.6					31.6	63.5
E-BSTN	SHERBN	35.0				35.0	35.0					35.0	70.0
E-BSTN	SOMRVL	1010.1	84.8	13.4	76.6	1184.9	232.0			180.6	83.8	496.4	1506.5
E-BSTN	SOUTHB	31.8				31.8							31.8
E-BSTN	STONHM	196.5	10.5		13.4	220.4							196.5
E-BSTN	STOUTN	86.0				86.0	16.2			32.0		48.2	134.2
E-BSTN	SUDBRY	80.3				80.3							80.3
E-BSTN	SWMSCT	370.0		33.9		403.9	535.2					535.2	905.2
E-BSTN	TEWKSB	77.6				77.6	30.4					30.4	108.0
E-BSTN	TOPSFD	17.0				17.0							17.0
E-BSTN	W-ROXB	277.7	11.1	12.0	24.0	324.8	183.7			77.2		260.9	538.6
E-BSTN	WAKEFD	291.3		12.2		303.5	111.0					111.0	402.3
E-BSTN	WALPOL	62.0			13.0	75.0	154.0					154.0	216.0
E-BSTN	WALTHM	468.8	53.9		37.7	560.4	453.2					453.2	922.0
E-BSTN	WATRTN	386.8	22.2	12.0		421.0	397.2			80.8		478.0	864.8
E-BSTN	WAYLND	127.7				127.7	77.4					77.4	205.1
E-BSTN	WELSLY	206.1	22.2	20.8	53.2	302.3		105.8				105.8	311.9
E-BSTN	WENHAM	92.5				92.5	148.0					148.0	240.5
E-BSTN	WESBRO	16.5			12.0	28.5							16.5
E-BSTN	WESFRD						17.9					17.9	17.9
E-BSTN	WESTON	242.4				242.4	96.5	111.0				207.5	449.9
E-BSTN	WESTWD	75.9				75.9							75.9
E-BSTN	WEYMTH	386.9				386.9	363.1					363.1	750.0
E-BSTN	WHITMN	34.6				34.6	17.3					17.3	51.9
E-BSTN	WILMTN	184.0				184.0							184.0
E-BSTN	WINCTR	138.2	11.1	10.4		159.7	227.0					227.0	365.2
E-BSTN	WINTHR	3902.0	180.4	121.8	138.7	4342.9	2397.4			3675.6		6073.0	9975.0
E-BSTN	WOBURN	250.4			92.0	342.4							250.4
E-BSTN	WRENTM	19.2				19.2							19.2
E-BSTN	*	46807.9	2783.0	2613.8	2353.8	54558.5	24801.2	778.6		29516.8	99.8	55196.4	102004.3
E-BWTR	E-BWTR	3961.7	70.0	1470.2	367.7	5869.6	1653.2	90.0	30.0		1515.0	3288.2	7249.9
E-BWTR	EASTON	47.6			31.5	79.1	47.6					47.6	95.2
E-BWTR	EVERET	30.0				30.0							30.0
E-BWTR	FNWYJP	15.0				15.0	30.0					30.0	45.0
E-BWTR	FOXBRO			11.7		11.7	33.0					33.0	33.0
E-BWTR	FRAMHM	16.0				16.0	16.0					16.0	32.0
E-BWTR	HALIFX	113.4		46.0		159.4	33.0					33.0	146.4
E-BWTR	HANOVR	167.2				167.2	62.2					62.2	229.4
E-BWTR	HANSON	131.2		48.4		179.6	109.4					109.4	240.6
E-BWTR	HINGHM						15.0					15.0	15.0
E-BWTR	HOLBRK	60.0				60.0	32.8					32.8	92.8
E-BWTR	HYD-PK	15.0				15.0	15.0					15.0	30.0
E-BWTR	MARSFD			10.5		10.5							
E-BWTR	MATAPN	15.0				15.0				15.0		15.0	30.0
E-BWTR	MEDFRD	30.0				30.0							30.0
E-BWTR	MILTON	68.8				68.8							68.8
E-BWTR	NEWTON						30.0					30.0	30.0
E-BWTR	NORFLK									30.0		30.0	30.0
E-BWTR	NORWEL			12.9		12.9							
E-BWTR	NORWOD	30.0				30.0							30.0
E-BWTR	PEMBRK	30.0		21.0		51.0	65.2					65.2	95.2
E-BWTR	QUINCY	30.0			10.5	40.5							30.0
E-BWTR	RANDLP	184.2				184.2	30.0					30.0	214.2
E-BWTR	ROCKLD	122.6				122.6	16.5					16.5	139.1
E-BWTR	S-BSTN	15.0			10.5	25.5							15.0
E-BWTR	S-DORC	79.2				79.2							79.2

TABLE C-1 (continued)

FROM TOWN	TO TOWN	VEHICLES					PASSENGERS						TOTAL PERSONS
		AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	
E-BWTR	SALEM-	30.0				30.0	30.0					30.0	60.0
E-BWTR	SCITUT	15.0				15.0							15.0
E-BWTR	SOMRVL				10.5	10.5							
E-BWTR	STOUTN	214.8			10.5	225.3	75.0					75.0	289.8
E-BWTR	W-BWTR	713.7		46.0	12.5	772.2	347.2					347.2	1060.9
E-BWTR	WALPOL			21.0	10.5	31.5							
E-BWTR	WEYMTH	101.8		11.6		113.4	45.0					45.0	146.8
E-BWTR	WHITMN	1071.9	32.0	71.2	205.5	1380.6	304.1				103.8	407.9	1479.8
E-BWTR	*	7309.1	102.0	1770.5	669.7	9851.3	2990.2	90.0	30.0	45.0	1618.8	4774.0	12083.1
EASTON	EASTON	6461.5	45.0	415.9	2076.5	8998.9	3311.2	35.2	70.4		2836.8	6253.6	12715.1
EASTON	FNWYJP	316.6		24.0		340.6	17.1					17.1	333.7
EASTON	FOXBRO	275.2			11.0	286.2	214.4					214.4	489.6
EASTON	FRAMHM				23.4	23.4							
EASTON	FRNKLN	67.8				67.8							67.8
EASTON	HALIFX	35.2				35.2	17.6					17.6	52.8
EASTON	HANOVR				11.0	11.0	17.6					17.6	17.6
EASTON	HANSON	17.6				17.6	17.6					17.6	35.2
EASTON	HINGHM	50.7		13.1		63.8							50.7
EASTON	HOLBRK	86.5			11.7	98.2	15.7					15.7	102.2
EASTON	HYD-PK	94.4				94.4	91.2					91.2	185.6
EASTON	LEXNTN	38.2				38.2							38.2
EASTON	MARLBO				13.5	13.5							
EASTON	MARSFD				11.7	11.7							
EASTON	MATAPN	56.4				56.4	120.0					120.0	176.4
EASTON	MILTON	70.8		12.5		83.3	74.4					74.4	145.2
EASTON	N-DORC	35.2			12.0	47.2	36.3					36.3	71.5
EASTON	NATICK	32.0				32.0	32.0					32.0	64.0
EASTON	NEEDHM	52.8				52.8	38.4					38.4	91.2
EASTON	NEWTON	37.0		23.4		60.4							37.0
EASTON	NORWEL	68.6				68.6							68.6
EASTON	NORWOD	52.8				52.8							52.8
EASTON	PEMBRK	51.9				51.9	65.8					65.8	117.7
EASTON	PLAINV	35.6				35.6							35.6
EASTON	QUINCY	56.0		13.1		69.1	17.6					17.6	73.6
EASTON	RANDLP	231.0		39.3	12.6	282.9	50.4					50.4	281.4
EASTON	REVERE	35.2				35.2							35.2
EASTON	ROCKLD	151.0				151.0							151.0
EASTON	RSLNDL						78.2					78.2	78.2
EASTON	S-BSTN	234.1		24.0		258.1	35.2					35.2	269.3
EASTON	S-DORC						36.3					36.3	36.3
EASTON	SCITUT	33.8				33.8							33.8
EASTON	SHARON	115.7		11.6	97.3	224.6	32.2					32.2	147.9
EASTON	STOUTN	1849.1	10.0	57.6	149.0	2065.7	1041.6				105.6	1147.2	2996.3
EASTON	W-BWTR	175.2			25.0	200.2	60.4					60.4	235.6
EASTON	W-ROXB	72.0				72.0							72.0
EASTON	WALPOL	198.4				198.4	31.6					31.6	230.0
EASTON	WALTHM	38.4			11.1	49.5							38.4
EASTON	WATRTN				13.5	13.5							
EASTON	WELSLY	17.6				17.6							17.6
EASTON	WEYMTH	74.6		11.7		86.3							74.6
EASTON	WHITMN	86.5			11.1	97.6	34.6					34.6	121.1
EASTON	*	11305.4	55.0	646.2	2490.4	14497.0	5487.4	35.2	70.4		2942.4	8535.4	19840.8
ESSEX-	ESSEX-	1063.4		572.7	23.6	1659.7	499.1				257.6	756.7	1820.1
ESSEX-	FNWYJP	48.3				48.3	16.1					16.1	64.4
ESSEX-	GLOUCS	863.9		116.6	66.4	1046.9	480.3			32.2	257.6	770.1	1634.0
ESSEX-	HAMLTN	277.6		22.9	15.3	315.8	161.7					161.7	439.3
ESSEX-	HAVRHL	32.2				32.2							32.2
ESSEX-	IPSWCH	432.3		113.2	42.8	588.3	101.6					101.6	533.9
ESSEX-	LYNN--	49.8		12.4		62.2	17.6					17.6	67.4
ESSEX-	MANCTR	238.2		9.6	30.6	278.4	141.6					141.6	379.8
ESSEX-	PEABDY	140.0				140.0	131.4					131.4	271.4
ESSEX-	ROCKPT	157.4		15.3		172.7							157.4
ESSEX-	SALEM-	267.6			23.6	291.2	117.7					117.7	385.3
ESSEX-	SAUGUS	58.7				58.7							58.7
ESSEX-	SOMRVL						44.5					44.5	44.5
ESSEX-	WENHAM			33.2		33.2							
ESSEX-	WOBURN	32.2				32.2							32.2
ESSEX-	*	3661.6		895.9	202.3	4759.8	1711.6			32.2	515.2	2259.0	5920.6
EVERET	EVERET	20048.5	507.0	4840.8	1442.5	26838.8	7933.6	134.1	43.7	11018.9	48.4	19178.7	39227.2
EVERET	FNWYJP	910.4			51.4	961.8	348.7			667.5		1016.2	1926.6
EVERET	FRAMHM	310.5			14.5	325.0							310.5
EVERET	GEOGTN	69.6				69.6	34.8					34.8	104.4
EVERET	GLOUCS	78.4				78.4							78.4
EVERET	HAMLTN	87.4			20.8	108.2							87.4
EVERET	HARVRD	33.8				33.8							33.8
EVERET	HAVRHL				12.8	12.8							
EVERET	HINGHM	33.8			14.5	48.3							33.8
EVERET	HYD-PK	102.0				102.0							102.0
EVERET	IPSWCH	49.5				49.5							49.5
EVERET	LAWRNC	160.9		13.5		174.4	306.0			17.0		323.0	483.9
EVERET	LEXNTN			25.9		25.9							
EVERET	LOWELL	33.4		12.2	49.6	95.2				36.2		36.2	69.6
EVERET	LYNFLD	294.4			14.5	300.9	87.4					87.4	381.8
EVERET	LYNN--	1799.3		35.5	39.3	1874.1	1061.7					1061.7	2861.0
EVERET	MALDEN	9524.9	547.5	553.4	600.6	11226.4	4836.9	43.7	48.5	9244.1		14173.2	23698.1
EVERET	MARBHD	81.6				81.6							81.6
EVERET	MATAPN	32.2				32.2							32.2
EVERET	MEDFRD	3357.0	17.6	158.9	292.6	3826.1	2758.4			427.4		3185.8	6542.8
EVERET	MELROS	1710.8		24.9	95.0	1830.7	507.3			630.6		1137.9	2848.7
EVERET	METHUN	38.9				38.9							38.9
EVERET	MILTON	70.8				70.8							70.8
EVERET	N-ANDV	151.0				151.0							151.0
EVERET	N-DORC	349.9		14.5	55.8	420.2	160.0			212.4		372.4	722.3
EVERET	N-RDNG	114.8				114.8	65.6					65.6	180.4
EVERET	NAHANT	35.0				35.0							35.0
EVERET	NATICK	34.8			51.6	86.4							34.8
EVERET	NEEDHM	225.1			29.0	254.1							225.1
EVERET	NEWB--	15.0				15.0							15.0
EVERET	NEWTON	332.5			46.2	378.7							332.5
EVERET	NORWOD	48.4			14.5	62.9							48.4
EVERET	PEABDY	830.9			145.0	975.9	681.6					681.6	1512.5
EVERET	PEMBRK	32.2				32.2							32.2
EVERET	QUINCY	282.3			72.5	354.8	35.8					35.8	318.1
EVERET	RANDLP			13.1		13.1							
EVERET	READNG	287.6			13.4	301.0	70.2					70.2	357.8
EVERET	REVERE	3636.7	16.6	167.6	344.6	4165.0	1295.8		87.6	746.5		2129.9	5766.1
EVERET	ROCKLD	118.5				118.5							118.5
EVERET	ROXBRY	208.4		10.7	63.8	282.9				661.8		661.8	870.2
EVERET	RSLNDL	37.4				37.4							37.4

TABLE C-1 (continued)

FROM TOWN	TO TOWN	********* V E H I C L E S *********** AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	*********** P A S S E N G E R S ************* AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	TOTAL PERSONS
EVERET	S-BSTN	1016.3		77.1	149.8	1243.2	201.2			531.0		732.2	1748.5
EVERET	S-DORC	252.2			24.0	276.2	39.4			179.8		219.2	471.4
EVERET	SALEM-	286.7		25.0		311.7	195.9					195.9	482.6
EVERET	SAUGUS	1819.9		92.7	47.8	1960.4	637.7			127.0		764.7	2584.6
EVERET	SCITUT	33.8				33.8							33.8
EVERET	SHARON						32.2					32.2	32.2
EVERET	SOMRVL	2167.3	22.0	47.9	169.2	2406.4	630.0			94.0		724.0	2891.3
EVERET	STONHM	365.5		24.2	35.2	424.9	165.6					165.6	531.1
EVERET	STOW--	62.0				62.0							62.0
EVERET	SWMSCT	209.0				209.0	214.8					214.8	423.8
EVERET	TEWKSB	76.0				76.0							76.0
EVERET	TOPSFD	17.0				17.0							17.0
EVERET	W-ROXB	73.6				73.6	89.0					89.0	162.6
EVERET	WAKEFD	1036.3		33.9	25.8	1096.0	436.9			77.3		514.2	1550.5
EVERET	WALTHM	312.0		13.1	29.0	354.1	266.6					266.6	578.6
EVERET	WATRTN	427.1		23.4	26.1	476.6	248.0		51.0	232.6		531.6	958.7
EVERET	WAYLND			14.5		14.5							
EVERET	WESFRD	30.8				30.8							30.8
EVERET	WESTON	39.2			12.3	51.5							39.2
EVERET	WILMTN	222.0			28.8	250.8	255.0					255.0	477.0
EVERET	WINCTR	255.1		12.2		267.3	87.4					87.4	342.5
EVERET	WINTHP	38.6			13.4	52.0	43.7					43.7	82.3
EVERET	WOBURN	745.8		50.7	57.2	853.7	166.2			71.2		237.4	983.2
EVERET	WRENTM				58.0	58.0							
EVERET	*	55054.3	1110.7	6285.7	4161.1	66611.8	23893.4	177.8	230.8	24975.3	48.4	49325.7	104380.0
FNWYJP	FNWYJP	23303.7	1794.9	8739.4	2143.7	35981.7	9913.6	569.7	55.9	18669.3	45.9	29254.4	52558.1
FNWYJP	FOXBRO	250.7				250.7							250.7
FNWYJP	FRAMHM	569.8		24.2	36.3	630.3	397.1			65.6	31.8	494.5	1064.3
FNWYJP	FRNKLN	63.2				63.2							63.2
FNWYJP	GLOUCS	54.2	22.2			76.4	69.4					69.4	123.6
FNWYJP	GROTON	40.2				40.2							40.2
FNWYJP	GROVLD	16.8				16.8							16.8
FNWYJP	HALIFX	51.6				51.6							51.6
FNWYJP	HAMLTN	55.5				55.5	18.5					18.5	74.0
FNWYJP	HANOVR	232.8				232.8	82.5					82.5	315.3
FNWYJP	HANSON	98.4				98.4	131.2					131.2	229.6
FNWYJP	HARVRD			10.4		10.4	32.8					32.8	32.8
FNWYJP	HAVRHL	31.8				31.8	34.8	69.6				104.4	136.2
FNWYJP	HINGHM	455.3		37.2		492.5	237.5					237.5	692.8
FNWYJP	HOLBRK	410.9				410.9	65.5					65.5	476.4
FNWYJP	HOLSTN	32.8				32.8							32.8
FNWYJP	HOPEDL	33.0				33.0	33.0					33.0	66.0
FNWYJP	HOPKTN	64.2				64.2							64.2
FNWYJP	HUDSON	51.6				51.6							51.6
FNWYJP	HULL--	218.2				218.2	168.4					168.4	386.6
FNWYJP	HYD-PK	5334.0	177.6	192.4	205.2	5909.2	2381.3		77.6	7174.7		9633.6	14967.6
FNWYJP	IPSWCH	58.7				58.7							58.7
FNWYJP	LAWRNC	341.6			34.4	376.0	70.0			19.2		89.2	430.8
FNWYJP	LEXNTN	551.1	7.5	11.6	11.3	581.5	251.0			76.4		327.4	878.5
FNWYJP	LINCLN	206.1				206.1	132.3					132.3	338.4
FNWYJP	LITLTN	94.7				94.7							94.7
FNWYJP	LOWELL	265.9	11.1	12.4		289.4	101.3					101.3	367.2
FNWYJP	LYNFLD	310.3				310.3	52.5					52.5	362.8
FNWYJP	LYNN--	1660.9		23.7	61.6	1746.2	518.8			70.0		588.8	2249.7
FNWYJP	MALDEN	1300.3		36.4	24.2	1360.9	408.7					408.7	1709.0
FNWYJP	MARBHD	163.2				163.2	122.4					122.4	285.6
FNWYJP	MARLBD	68.1			13.5	81.6				100.0		100.0	168.1
FNWYJP	MARSFD	32.2				32.2	47.2					47.2	79.4
FNWYJP	MATAPN	3185.0	192.5	94.0	107.7	3579.2	1531.6	249.5		3656.5	156.6	5594.2	8779.2
FNWYJP	MAYNRD	86.0				86.0							86.0
FNWYJP	MEDFLD	251.5		12.0		263.5	188.4			47.1		235.5	487.0
FNWYJP	MEDFRD	2208.6	11.1	34.2	114.8	2368.7	291.4			118.1		409.5	2618.1
FNWYJP	MEDWAY	119.0			12.0	131.0							119.0
FNWYJP	MELROS	925.8				925.8	401.9			38.4		440.3	1366.1
FNWYJP	METHUN	67.7				67.7	50.1					50.1	117.8
FNWYJP	MILFRD	107.2				107.2	79.4					79.4	186.6
FNWYJP	MILLIS	136.6				136.6	68.4					68.4	205.0
FNWYJP	MILTON	1447.4	8.0	63.0	25.5	1543.9	862.0			150.0		1012.0	2459.4
FNWYJP	N-ANOV	49.1				49.1	30.6					30.6	79.7
FNWYJP	N-DORC	5956.8	477.3	1065.6	275.2	7774.9	3399.6	210.5	93.2	5155.6		8858.9	14815.7
FNWYJP	N-RDNG	149.6				149.6							149.6
FNWYJP	NATICK	906.8		24.0	11.3	942.1	404.9			31.6		436.5	1343.3
FNWYJP	NEEDHM	2860.2	11.1	60.0	61.6	2992.9	803.9			68.8		872.7	3732.9
FNWYJP	NEWBPT	61.4				61.4							61.4
FNWYJP	NEWTON	6888.0	110.2	117.5	116.4	7232.1	3162.5			3804.7		6967.2	13855.2
FNWYJP	NORBRG	51.8				51.8	16.5					16.5	68.3
FNWYJP	NORFLK	48.0				48.0	32.0					32.0	80.0
FNWYJP	NORWEL	249.5				249.5							249.5
FNWYJP	NORWOO	2070.4		13.4		2083.8	747.7			682.6	70.6	1500.9	3571.3
FNWYJP	PEABDY	435.2				435.2							435.2
FNWYJP	PEMBRK	51.0				51.0	35.2					35.2	86.2
FNWYJP	PEPREL				11.6	11.6							
FNWYJP	PLAINV	17.8				17.8							17.8
FNWYJP	QUINCY	2896.7		69.4	24.5	2990.6	1155.8					1155.8	4052.5
FNWYJP	RANDLP	1244.1		51.8	26.2	1322.1	552.5					552.5	1796.6
FNWYJP	READNG	143.2		13.6		156.8							143.2
FNWYJP	REVERE	1231.1	36.0	12.0	13.0	1292.1	341.8			832.2		1174.0	2405.1
FNWYJP	ROCKLD	362.4				362.4	229.4					229.4	591.8
FNWYJP	ROCKPT	48.6				48.6	32.4					32.4	81.0
FNWYJP	ROXBRY	7737.8	2026.6	1188.6	831.5	11784.5	3184.0	775.9	40.0	16046.0	273.2	20319.1	28056.9
FNWYJP	RSLNDL	7029.1	377.4	370.7	286.3	8063.5	2996.8			11812.2		14809.0	21838.1
FNWYJP	S-BSTN	4014.9	166.5	325.6	277.4	4784.4	1670.3			4220.2		5890.5	9905.4
FNWYJP	S-DORC	1312.6	55.5	46.8	96.9	1511.8	1149.3			2635.8		3785.1	5097.7
FNWYJP	SALEM-	275.8			12.5	288.3	204.6					204.6	480.4
FNWYJP	SAUGUS	306.3		68.5	24.0	398.8	108.8					108.8	415.1
FNWYJP	SCITUT	490.0			24.0	514.0	215.8					215.8	705.8
FNWYJP	SHARON	276.6				276.6	181.2			32.2	52.0	265.4	542.0
FNWYJP	SHERBN	31.6				31.6	31.6					31.6	63.2
FNWYJP	SOMRVL	1322.0	66.5	114.9	37.6	1541.0	1206.0			453.6		1659.6	2981.6
FNWYJP	SOUTHB	63.6				63.6							63.6
FNWYJP	STONHM	822.1			11.3	833.4	399.2				82.2	481.4	1303.5
FNWYJP	STOUTN	459.0			144.1	603.1	177.8			16.0		193.8	652.8
FNWYJP	STOW--	31.0				31.0							31.0
FNWYJP	SUDBRY	148.4				148.4	15.7					15.7	164.1
FNWYJP	SWMSCT	123.6				123.6	123.6					123.6	247.2
FNWYJP	TEWKSB	62.4				62.4	31.8					31.8	94.2
FNWYJP	TYNGSB	65.2				65.2							65.2
FNWYJP	W-BWTR	47.3				47.3							47.3
FNWYJP	W-ROXB	7829.4	55.5	165.7	179.9	8230.5	3381.0	40.4	34.6	8361.0	90.6	11907.6	19737.0
FNWYJP	WAKEFD	420.3				420.3	235.4					235.4	655.7
FNWYJP	WALPOL	383.9			24.0	407.9	145.0			15.4		160.4	544.3
FNWYJP	WALTHM	2566.1	43.6	24.7	60.8	2695.2	1041.4					1041.4	3607.5
FNWYJP	WATRTN	2367.8	33.0	46.5	60.8	2508.1	1210.7		91.8	405.1		1707.6	4075.4

TABLE C-1 (continued)

FROM TOWN	TO TOWN	VEHICLES					PASSENGERS						TOTAL PERSONS
		AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	
FNWYJP	WAYLND	450.9			24.0	474.9	144.9					144.9	595.8
FNWYJP	WELSLY	1698.7		12.0	23.7	1734.4	518.4			132.6		651.0	2349.7
FNWYJP	WENHAM	18.5				18.5				74.0		74.0	92.5
FNWYJP	WESBRO	86.1				86.1							86.1
FNWYJP	WESFRD	78.4				78.4							78.4
FNWYJP	WESTON	494.4		49.6	24.0	568.0	68.0			31.8		99.8	594.2
FNWYJP	WESTWO	902.8		23.4		926.2	255.6			351.6		607.2	1510.0
FNWYJP	WEYMTH	1180.3			11.6	1191.9	473.1					473.1	1653.4
FNWYJP	WHITMN	224.9				224.9	51.9					51.9	276.8
FNWYJP	WILMTN	372.1				372.1							372.1
FNWYJP	WINCTR	477.6	25.1	20.8		523.5	194.5			155.6		350.1	827.7
FNWYJP	WINTHP	429.6		11.3	12.1	453.0	310.2	77.2				387.4	817.0
FNWYJP	WOBURN	746.1				746.1	513.0			38.6		551.6	1297.7
FNWYJP	WRENTM	35.2				35.2							35.2
FNWYJP	•	116060.7	5709.2	13187.3	5496.5	140453.7	49927.4	1992.8	393.1	85542.5	802.9	138658.7	254719.4
FOXBRO	FOXBRO	9160.8	265.0	916.7	817.5	11160.0	3398.6	99.0	16.5		3283.5	6797.6	15958.4
FOXBRO	FRAMHM	88.4				88.4	39.0					39.0	127.4
FOXBRO	FRNKLN	348.2		59.6		407.8	174.2					174.2	522.4
FOXBRO	HANSON	33.0				33.0							33.0
FOXBRO	HINGHM	33.0				33.0							33.0
FOXBRO	HOPEDL	15.0				15.0							15.0
FOXBRO	HYD-PK	157.7				157.7	33.0					33.0	190.7
FOXBRO	LAWRNC	33.0				33.0							33.0
FOXBRO	LYNN--	33.0				33.0							33.0
FOXBRO	MEDFLD	97.7				97.7							97.7
FOXBRO	MEDWAY	34.0				34.0	34.0					34.0	68.0
FOXBRO	MELROS				23.4	23.4							
FOXBRO	MENDON						15.0					15.0	15.0
FOXBRO	MILFRD	78.0			11.0	89.0	15.0					15.0	93.0
FOXBRO	MILLIS			11.7		11.7							
FOXBRO	MILTON	66.0				66.0							66.0
FOXBRO	N-DORC			23.4		23.4							
FOXBRO	NATICK	81.1				81.1							81.1
FOXBRO	NEEDHM	101.6				101.6	16.5					16.5	118.1
FOXBRO	NEWTON	99.0				99.0	66.0					66.0	165.0
FOXBRO	NORFLK	439.6			170.4	610.0	66.0					66.0	505.6
FOXBRO	NORWOO	856.8		46.2		903.0	214.1					214.1	1070.9
FOXBRO	PEMBRK	16.7				16.7							16.7
FOXBRO	PLAINV	666.1		11.6	93.6	771.3	381.2				104.2	485.4	1151.5
FOXBRO	QUINCY	153.6		11.1		164.7	136.7					136.7	290.3
FOXBRO	ROXBRY	99.0				99.0							99.0
FOXBRO	RSLNDL	16.5			12.4	28.9							16.5
FOXBRO	S-BSTN	50.7				50.7	66.0			33.0		99.0	149.7
FOXBRO	S-DORC	33.0				33.0							33.0
FOXBRO	SHARON	1068.2	18.0	21.2	24.0	1131.4	435.4			31.6	48.0	515.0	1583.2
FOXBRO	SHERBN						31.6					31.6	31.6
FOXBRO	SOMRVL	33.0				33.0							33.0
FOXBRO	STOUTN	66.0		12.5	13.0	91.5							66.0
FOXBRO	W-BWTR	121.6				121.6	30.4					30.4	152.0
FOXBRO	W-ROXB	66.4		23.4		89.8							66.4
FOXBRO	WAKEFD	37.6				37.6							37.6
FOXBRO	WALPOL	1661.6		192.2	71.0	1924.8	388.3					388.3	2049.9
FOXBRO	WALTHM	49.1		12.3		61.4							49.1
FOXBRO	WATRTN	33.0				33.0							33.0
FOXBRO	WESTON	33.0				33.0							33.0
FOXBRO	WESTWO	185.7		11.7		197.4	207.6					207.6	393.3
FOXBRO	WHITMN	15.4				15.4							15.4
FOXBRO	WILMTN				28.6	28.6							
FOXBRO	WOBURN	35.6				35.6	104.2					104.2	139.8
FOXBRO	WRENTM	630.4		10.9	32.6	673.9	249.5					249.5	879.9
FOXBRO	•	16823.1	283.0	1364.5	1297.5	19773.1	6102.3	99.0	16.5	64.6	3435.7	9718.1	26546.2
FRAMHM	FRAMHM	54044.6	1639.3	5757.2	3148.4	64589.5	23375.9	704.0	115.5	1357.6	6466.5	32019.5	86064.1
FRAMHM	FRNKLN	450.4		54.0	48.8	553.2	48.7				64.2	112.9	563.3
FRAMHM	GLOUCS			23.6		23.6	33.4					33.4	33.4
FRAMHM	HANOVR	16.9				16.9	16.9					16.9	33.8
FRAMHM	HARVRD			20.8		20.8							
FRAMHM	HAVRHL	46.0				46.0							46.0
FRAMHM	HOLBRK	16.3				16.3							16.3
FRAMHM	HOLSTN	2578.1	19.4	116.0	34.4	2747.9	1026.8			49.2	65.6	1141.6	3719.7
FRAMHM	HOPEDL	114.3			24.2	138.5	49.5					49.5	163.8
FRAMHM	HOPKTN	1597.9		54.0	36.6	1688.5	598.8			32.6	32.6	664.0	2261.9
FRAMHM	HUDSON	632.7		36.3	52.0	721.0	514.5			15.7		530.2	1162.9
FRAMHM	HYD-PK	66.8				66.8							66.8
FRAMHM	LAWRNC				48.4	48.4	15.3					15.3	15.3
FRAMHM	LEXNTN	393.1		12.1	24.5	429.7	186.1					186.1	579.2
FRAMHM	LINCLN	132.2				132.2							132.2
FRAMHM	LITLTN	51.5				51.5							51.5
FRAMHM	LOWELL	169.2			48.4	217.6	75.4					75.4	244.6
FRAMHM	LYNFLD	38.0		10.4		48.4							38.0
FRAMHM	LYNN--	31.4			12.4	43.8							31.4
FRAMHM	MALDEN	48.7		36.3	12.1	97.1							48.7
FRAMHM	MARLBO	2216.4		115.4	13.4	2345.2	970.1				65.6	1035.7	3252.1
FRAMHM	MARSFD	16.1				16.1							16.1
FRAMHM	MATAPN	78.6				78.6	78.6					78.6	157.2
FRAMHM	MAYNRD	439.3		23.8		463.1	103.2					103.2	542.5
FRAMHM	MEDFLD	398.2				398.2	488.8					488.8	887.0
FRAMHM	MEDFRD	293.9		22.8	11.4	328.1	17.3					17.3	311.2
FRAMHM	MEDWAY	399.1			39.9	439.0	96.8			34.0		130.8	529.9
FRAMHM	MELROS	43.7		11.3		55.0	87.4					87.4	131.1
FRAMHM	MENDON	75.0				75.0	30.0					30.0	105.0
FRAMHM	METHUN			24.4		24.4							
FRAMHM	MIDLTN	16.5				16.5							16.5
FRAMHM	MILFRD	1246.6		56.6	21.6	1324.8	1109.0			48.3		1157.3	2403.9
FRAMHM	MILLIS	470.2		11.2	46.4	527.8	67.3				34.2	101.5	571.7
FRAMHM	MILLVL	30.0				30.0							30.0
FRAMHM	MILTON	51.5				51.5							51.5
FRAMHM	N-ANDV				12.1	12.1	16.0					16.0	16.0
FRAMHM	N-DORC	259.0		12.0		271.0							259.0
FRAMHM	NATICK	14516.3	138.8	776.5	569.5	16001.1	7059.3	32.0		351.3	323.6	7766.2	22282.5
FRAMHM	NEEDHM	1219.6		71.8	100.1	1391.5	468.4				142.0	610.4	1830.0
FRAMHM	NEWTON	2906.3		49.1	58.4	3013.8	2078.0		16.4	144.6		2239.0	5145.3
FRAMHM	NORBRG	293.5				293.5	190.8					190.8	484.3
FRAMHM	NORBRO	737.3		46.0		783.3	340.8					340.8	1078.1
FRAMHM	NORFLK	48.8				48.8							48.8
FRAMHM	NORWOO	504.1			25.6	529.7	16.0			74.6		90.6	594.7
FRAMHM	PLAINV	71.2				71.2							71.2
FRAMHM	QUINCY	269.6				269.6	78.5					78.5	348.1
FRAMHM	RANDLP	105.2		10.8	24.2	140.2							105.2
FRAMHM	READNG	70.2			12.1	82.3	70.2					70.2	140.4
FRAMHM	REVERE	48.7			11.8	60.5				36.7		36.7	85.4
FRAMHM	ROXBRY	279.5		24.0	36.3	339.8	119.1					119.1	398.6

TABLE C-1 (continued)

FROM	TO	VEHICLES					PASSENGERS						TOTAL
TOWN	TOWN	AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	PERSONS
FRAMHM	RSLNDL	206.6				206.6							206.6
FRAMHM	S-BSTN	199.7		46.6	48.6	294.9	61.6			64.1		125.7	325.4
FRAMHM	S-DORC	73.9		24.2		98.1	73.9					73.9	147.8
FRAMHM	SALEM-	64.7				64.7							64.7
FRAMHM	SAUGUS	113.8		11.3		125.1	174.0					174.0	287.8
FRAMHM	SCITUT	33.8				33.8	33.8					33.8	67.6
FRAMHM	SHARON						33.4					33.4	33.4
FRAMHM	SHERBN	1011.4		53.7	217.8	1282.9	426.5			15.8		442.3	1453.7
FRAMHM	SOMRVL	324.1				324.1							324.1
FRAMHM	SOUTHB	1508.6		188.4	92.1	1789.1	594.9				31.8	626.7	2135.3
FRAMHM	STONHM	33.0				33.0							33.0
FRAMHM	STOW--	108.9			24.2	133.1	32.8					32.8	141.7
FRAMHM	SUDBRY	2290.5	10.0	169.3	23.9	2493.7	997.2	16.0				1013.2	3303.7
FRAMHM	TEWKSB	15.9				15.9							15.9
FRAMHM	UPTON-	352.3				352.3							352.3
FRAMHM	UXBRDG	81.5				81.5							81.5
FRAMHM	W-BWTR			24.1		24.1							
FRAMHM	W-ROXB	201.9		24.0		225.9	32.2					32.2	234.1
FRAMHM	WAKEFD	62.4				62.4							62.4
FRAMHM	WALPOL	403.8			25.0	428.8	98.4					98.4	502.2
FRAMHM	WALTHM	2294.0		85.7	60.5	2440.2	599.4					599.4	2893.4
FRAMHM	WATRTN	268.3			24.5	292.8	136.8					136.8	405.1
FRAMHM	WAYLND	3867.7	48.0	82.6	132.3	4130.6	1341.7	18.1		36.2	31.4	1427.4	5295.1
FRAMHM	WELSLY	3715.5	4.0	90.1	157.2	3966.8	1359.8			48.7		1408.5	5124.0
FRAMHM	WESBRO	812.7		51.4	25.5	889.6	230.0					230.0	1042.7
FRAMHM	WESTON	942.2		37.6	23.6	1003.4	390.6					390.6	1332.8
FRAMHM	WESTWO	69.2			24.2	93.4	129.4					129.4	198.6
FRAMHM	WEYMTH	108.4				108.4							108.4
FRAMHM	WHITMN	31.4				31.4							31.4
FRAMHM	WINTHP	30.6			12.1	42.7	91.8					91.8	122.4
FRAMHM	WOBURN	170.1			46.3	216.4	86.2					86.2	256.3
FRAMHM	WRENTM	71.2				71.2							71.2
FRAMHM	*	107000.6	1859.5	8265.4	5410.8	122536.3	46351.3	770.1	131.9	2309.4	7257.5	56820.2	163820.8
FRNKLN	FRNKLN	8307.5	195.0	4158.0	635.1	13295.6	2278.6	97.3		15.8	3590.0	5981.7	14289.2
FRNKLN	HOLBRK	32.8				32.8							32.8
FRNKLN	HOLSTN	163.1				163.1	31.6	15.8				47.4	210.5
FRNKLN	HOPEDL	130.8		24.4		155.2	65.2					65.2	196.0
FRNKLN	HOPKTN			10.5		10.5							
FRNKLN	HYD-PK	78.2				78.2							78.2
FRNKLN	MARLBO	64.2				64.2							64.2
FRNKLN	MATAPN	78.6				78.6							78.6
FRNKLN	MAYNRD	31.6				31.6							31.6
FRNKLN	MEDFLD	112.9			14.9	127.8							112.9
FRNKLN	MEDWAY	574.8	18.0	127.0	36.5	756.3	166.2					166.2	741.0
FRNKLN	MENDON	31.3				31.3	31.3					31.3	62.6
FRNKLN	MILFRD	858.6		29.8	29.8	918.2	446.7					446.7	1305.3
FRNKLN	MILLIS	250.7		14.9		265.6	68.4					68.4	319.1
FRNKLN	N-DORC							38.9				38.9	38.9
FRNKLN	NATICK	207.9				207.9	161.0					161.0	368.9
FRNKLN	NEEDHM	190.2				190.2	64.2					64.2	254.4
FRNKLN	NEWTON	159.0				159.0	32.6					32.6	191.6
FRNKLN	NORBRG				14.9	14.9							
FRNKLN	NORFLK	792.2	12.0	59.3	23.2	886.7	80.2					80.2	872.4
FRNKLN	NORWOD	416.3		22.8		439.1	225.5					225.5	641.8
FRNKLN	PLAINV	202.7				202.7	136.4					136.4	339.1
FRNKLN	QUINCY	64.2				64.2							64.2
FRNKLN	ROXBRY	64.2				64.2	32.6					32.6	96.8
FRNKLN	S-BSTN	32.6			14.9	47.5				96.8		96.8	129.4
FRNKLN	S-DORC							38.9				38.9	38.9
FRNKLN	SHARON			26.8		26.8	31.6					31.6	31.6
FRNKLN	SHERBN			29.8		29.8							
FRNKLN	SOMRVL			13.4		13.4							
FRNKLN	SOUTHB	32.6				32.6							32.6
FRNKLN	SUDBRY	31.6				31.6							31.6
FRNKLN	UPTON-	50.8				50.8							50.8
FRNKLN	UXBRDG	60.9		24.4		85.3							60.9
FRNKLN	W-ROXB	114.4				114.4							114.4
FRNKLN	WALPOL	990.4			25.0	1015.4	209.0					209.0	1199.4
FRNKLN	WALTHM	223.2				223.2							223.2
FRNKLN	WAYLND			14.9		14.9							
FRNKLN	WELSLY	173.8				173.8	63.2					63.2	237.0
FRNKLN	WESTWO	70.4				70.4				16.3		16.3	86.7
FRNKLN	WRENTM	1433.5	12.0	120.3	80.1	1645.9	450.9	16.3			38.4	505.6	1939.1
FRNKLN	*	16026.0	237.0	4676.3	874.4	21813.7	4575.2	207.2		128.9	3628.4	8539.7	24565.7
GEOGTN	GEOGTN	3325.2	28.0	144.1	120.7	3618.0	1541.9				852.6	2394.5	5719.7
GEOGTN	GROVLD	387.0	4.0	33.8	14.9	439.7	117.6					117.6	504.6
GEOGTN	HAMLTN	34.8				34.8	37.0					37.0	71.8
GEOGTN	HAVRHL	1005.1	2.0	21.8	25.6	1054.5	533.3			69.6		602.9	1608.0
GEOGTN	HYD-PK	34.8				34.8							34.8
GEOGTN	IPSWCH	177.4		11.8		189.2							177.4
GEOGTN	LAWRNC	172.6		11.3	29.8	213.7	34.8					34.8	207.4
GEOGTN	LEXNTN	34.8				34.8							34.8
GEOGTN	LOWELL	51.0				51.0							51.0
GEOGTN	LYNFLD			12.2	13.4	25.6							
GEOGTN	LYNN--	139.2			12.8	152.0	17.4					17.4	156.6
GEOGTN	MALDEN	34.8				34.8	34.8					34.8	69.6
GEOGTN	MARBHD	52.0				52.0							52.0
GEOGTN	MEDFRD	34.8		11.4		46.2							34.8
GEOGTN	MERIMC	35.4				35.4	106.2					106.2	141.6
GEOGTN	METHUN	33.0		28.2		61.2							33.0
GEOGTN	MIDLTN	50.2		12.0		62.2	15.0					15.0	65.2
GEOGTN	N-ANDV	167.7	4.0			171.7	85.3					85.3	253.0
GEOGTN	NATICK	34.8				34.8	34.8					34.8	69.6
GEOGTN	NEWB--	133.6		41.6	14.9	190.1	79.8					79.8	213.4
GEOGTN	NEWBPT	189.7		12.0	54.3	256.0	81.9					81.9	271.6
GEOGTN	PEABDY	82.2		11.3		93.5	34.8					34.8	117.0
GEOGTN	PEMBRK	34.8				34.8	69.6					69.6	104.4
GEOGTN	QUINCY	34.8				34.8							34.8
GEOGTN	READNG			11.8		11.8							
GEOGTN	REVERE						17.4					17.4	17.4
GEOGTN	ROWLEY	202.3			13.4	215.7	88.8				37.4	126.2	328.5
GEOGTN	S-BSTN	52.2			11.4	63.6	34.8					34.8	87.0
GEOGTN	SALEM-	163.8		12.2	12.8	188.8	17.4					17.4	181.2
GEOGTN	SALSBY	34.8				34.8							34.8
GEOGTN	SAUGUS	38.0				38.0							38.0
GEOGTN	SWMSCT	34.8				34.8							34.8
GEOGTN	TEWKSB	89.0				89.0							89.0
GEOGTN	TOPSFD	145.5		10.4	56.4	212.3	68.0					68.0	213.5
GEOGTN	W-NBRY	33.0			12.8	45.8	31.6					31.6	64.6
GEOGTN	WILMTN	69.6				69.6							69.6

TABLE C-1 (continued)

FROM TOWN	TO TOWN	VEHICLES AUTO	VEHICLES TAXI	VEHICLES LT.TRK	VEHICLES HVY.TRK	VEHICLES TOTAL	PASSENGERS AUTO	PASSENGERS TAXI	PASSENGERS TRUCK	PASSENGERS TRANSIT	PASSENGERS SCH.BUS	PASSENGERS TOTAL	TOTAL PERSONS
GEOGTN	*	7142.7	38.0	385.9	393.2	7959.8	3082.2			69.6	890.0	4041.8	11184.5
GLOUCS	GLOUCS	27265.6	1211.8	5302.0	3200.0	36979.4	9484.2	1138.0		1124.6	6724.0	18470.8	45736.4
GLOUCS	HAMLTN	115.4			24.0	139.4							115.4
GLOUCS	HAVRHL	78.2				78.2							78.2
GLOUCS	HINGHM				12.0	12.0							
GLOUCS	HYD-PK			12.2		12.2							
GLOUCS	IPSWCH	343.5		75.1	24.4	443.0	272.0					272.0	615.5
GLOUCS	LAWRNC	67.7				67.7							67.7
GLOUCS	LEXNTN	15.0				15.0							15.0
GLOUCS	LOWELL						39.2					39.2	39.2
GLOUCS	LYNFLD			10.4		10.4							
GLOUCS	LYNN--	274.1		12.4	38.0	324.5	224.0			78.4		302.4	576.5
GLOUCS	MALDEN	35.2				35.2							35.2
GLOUCS	MANCTR	654.9		133.5	60.0	848.4	684.5			77.2		761.7	1416.6
GLOUCS	MARBHD	121.8				121.8							121.8
GLOUCS	MAYNRD	17.2				17.2	17.2					17.2	34.4
GLOUCS	MEDFRD	148.7				148.7	75.7				88.2	163.9	312.6
GLOUCS	MELROS	47.1				47.1							47.1
GLOUCS	METHUN	33.8				33.8							33.8
GLOUCS	MIDLTN	17.9				17.9							17.9
GLOUCS	N-ANDV	17.9				17.9							17.9
GLOUCS	N-DORC			13.5		13.5							
GLOUCS	NATICK				11.3	11.3							
GLOUCS	NEWB--	30.0				30.0	30.0					30.0	60.0
GLOUCS	NEWBPT			24.4	23.8	48.2							
GLOUCS	NEWTON	15.7				15.7							15.7
GLOUCS	PEABDY	1090.8		12.2	48.8	1151.8	819.0					819.0	1909.8
GLOUCS	QUINCY	38.0				38.0							38.0
GLOUCS	READNG	39.1				39.1							39.1
GLOUCS	REVERE				13.0	13.0							
GLOUCS	ROCKPT	3860.4	16.6	174.8	72.6	4124.4	1390.8	16.2	32.4	194.4		1633.8	5494.2
GLOUCS	ROWLEY	78.4				78.4							78.4
GLOUCS	ROXBRY	39.1		12.0	50.0	101.1	17.2					17.2	56.3
GLOUCS	S-BSTN	32.6		50.1	48.4	131.1	39.9					39.9	72.5
GLOUCS	S-DORC				13.0	13.0							
GLOUCS	SALEM-	828.6		12.4	70.8	911.8	609.2					609.2	1437.8
GLOUCS	SAUGUS	40.8				40.8	156.6					156.6	197.4
GLOUCS	SOMRVL				13.4	13.4							
GLOUCS	STONHM	122.1				122.1							122.1
GLOUCS	SWMSCT	39.2				39.2							39.2
GLOUCS	TEWKSB	81.8				81.8							81.8
GLOUCS	TOPSFD	51.7				51.7							51.7
GLOUCS	WAKEFD	42.3				42.3							42.3
GLOUCS	WALPOL						15.8					15.8	15.8
GLOUCS	WALTHM	39.1				39.1							39.1
GLOUCS	WENHAM	299.0				299.0	157.3			69.4		226.7	525.7
GLOUCS	WINCTR				12.2	12.2							
GLOUCS	WOBURN	16.2				16.2							16.2
GLOUCS	*	36038.9	1228.4	5845.0	3735.7	46848.0	14032.6	1154.2	32.4	1544.0	6812.2	23575.4	59614.3
GROTON	GROTON	3458.5	1.0	435.7	74.4	3969.6	1873.2				1385.7	3258.9	6717.4
GROTON	HARVRD	283.9		25.6		309.5	193.6				131.2	324.8	608.7
GROTON	LAWRNC	49.6				49.6	33.0					33.0	82.6
GROTON	LEXNTN	112.2				112.2	216.0					216.0	328.2
GROTON	LITLTN	252.7	1.0	12.4	24.4	290.5	175.1					175.1	427.8
GROTON	LOWELL	509.5				509.5	466.2					466.2	975.7
GROTON	MALDEN				11.6	11.6							
GROTON	MAYNRD						20.1					20.1	20.1
GROTON	N-RDNG			31.2	15.6	46.8							
GROTON	NEEDHM									15.0		15.0	15.0
GROTON	NEWTON	40.2				40.2							40.2
GROTON	NORBRG		14.0			14.0							
GROTON	PEPREL	442.7		135.6	69.6	647.9	233.4				48.3	281.7	724.4
GROTON	SHIRLY	488.7		24.8	11.6	525.1	103.2					103.2	591.9
GROTON	SOMRVL	20.1				20.1	20.1					20.1	40.2
GROTON	STOW--	40.2				40.2	40.2					40.2	80.4
GROTON	TEWKSB			12.8	15.6	28.4							
GROTON	WALTHM	20.1				20.1							20.1
GROTON	WATRTN				12.8	12.8							
GROTON	WAYLND	16.6		51.6		68.2							16.6
GROTON	WESFRD	429.0	3.0	38.0		470.0	245.9				89.5	335.4	764.4
GROTON	WESTON	108.2				108.2	249.6					249.6	357.8
GROTON	WILMTN	40.2			62.4	102.6							40.2
GROTON	WOBURN			12.8		12.8							
GROTON	*	6312.4	19.0	780.5	298.0	7409.9	3869.6			15.0	1654.7	5539.3	11851.7
GROVLD	GROVLD	1851.3	17.0	896.4	293.6	3058.3	789.6	50.4			991.2	1831.2	3682.5
GROVLD	HAVRHL	3900.8	16.0	277.9	250.4	4445.1	2390.7	33.6	16.5	151.7	34.6	2627.1	6527.9
GROVLD	LAWRNC	286.0		11.2	22.4	319.6	66.9				16.8	83.7	369.7
GROVLD	LYNN--	126.0				126.0	151.2					151.2	277.2
GROVLD	MANCTR				156.0	156.0							
GROVLD	MELROS	33.6				33.6							33.6
GROVLD	MERINC	171.1				171.1	34.5					34.5	205.6
GROVLD	METHUN	50.4				50.4	16.8					16.8	67.2
GROVLD	N-ANDV	334.0			42.4	376.4	235.6					235.6	569.6
GROVLD	NEEDHM								16.4			16.4	16.4
GROVLD	NEWB--	113.6			14.9	128.5	67.2					67.2	180.8
GROVLD	NEWBPT	50.4				50.4	49.4					49.4	99.8
GROVLD	PEABDY	16.8				16.8							16.8
GROVLD	ROWLEY	33.6		15.6		49.2							33.6
GROVLD	SALEM-				15.6	15.6	33.6					33.6	33.6
GROVLD	SAUGUS	67.2		22.6		89.8	67.2					67.2	134.4
GROVLD	SOMRVL	33.6				33.6							33.6
GROVLD	TOPSFD	50.4				50.4	33.6					33.6	84.0
GROVLD	W-NBRY	214.4		11.2	12.8	238.4	265.2				907.2	1172.4	1386.8
GROVLD	WAKEFD	16.8				16.8							16.8
GROVLD	WALTHM	33.6				33.6							33.6
GROVLD	WESFRD			15.6		15.6							
GROVLD	WINTHP	16.4				16.4							16.4
GROVLD	WOBURN	50.4				50.4							50.4
GROVLD	*	7450.4	33.0	1250.5	808.1	9542.0	4201.5	84.0	32.9	151.7	1949.8	6419.9	13870.3
HALIFX	HALIFX	931.6		621.3	13.4	1566.3	223.6				688.0	911.6	1843.2
HALIFX	HANOVR	51.6		11.1		62.7	51.6					51.6	103.2
HALIFX	HANSON	475.2		156.0	541.5	1172.7	352.4				34.4	386.8	862.0
HALIFX	HYD-PK	34.4				34.4							34.4
HALIFX	MARBHD							41.9				41.9	41.9
HALIFX	MARSFD			23.6		23.6							
HALIFX	MIDLTN	16.4				16.4							16.4
HALIFX	MILTON	74.4				74.4							74.4

TABLE C-1 (continued)

FROM	TO	VEHICLES					PASSENGERS						TOTAL
TOWN	TOWN	AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	PERSONS
HALIFX	PEMBRK	237.3		14.5		251.8	118.5					118.5	355.8
HALIFX	QUINCY	17.2				17.2							17.2
HALIFX	RANDLP						34.4					34.4	34.4
HALIFX	ROCKLD	137.6		11.3		148.9	50.8					50.8	188.4
HALIFX	S-BSTN	17.2				17.2							17.2
HALIFX	SOMRVL						92.8					92.8	92.8
HALIFX	W-BWTR				12.4	12.4							
HALIFX	WALPOL	34.4				34.4	34.4					34.4	68.8
HALIFX	WEYMTH	68.8				68.8							68.8
HALIFX	WHITMN	137.9		33.3	11.1	182.3	51.7					51.7	189.6
HALIFX	*	2234.0		871.1	578.4	3683.5	1010.2	41.9			722.4	1774.5	4008.5
HAMLTN	HAMLTN	4407.1	9.0	535.4	65.4	5016.9	1727.3		74.0		1591.0	3392.3	7799.4
HAMLTN	IPSWCH	533.0		36.8	23.6	593.4	423.9					423.9	956.9
HAMLTN	LYNFLD						18.5					18.5	18.5
HAMLTN	LYNN--	333.5				333.5	55.5					55.5	389.0
HAMLTN	MALDEN	111.0				111.0	37.0					37.0	148.0
HAMLTN	MANCTR	242.2		11.8		254.0	226.8					226.8	469.0
HAMLTN	MARBHD	145.7			106.2	251.9							145.7
HAMLTN	METHUN	18.5				18.5	55.5					55.5	74.0
HAMLTN	MIDLTN	37.0				37.0							37.0
HAMLTN	N-ANDV										35.8	35.8	35.8
HAMLTN	NEWTON	18.5				18.5							18.5
HAMLTN	PEABDY	349.1		9.6		358.7	219.6					219.6	568.7
HAMLTN	REVERE	37.0		21.2		58.2							37.0
HAMLTN	ROWLEY	37.4				37.4							37.4
HAMLTN	SALEM-	451.4		21.2	23.6	496.2	111.0					111.0	562.4
HAMLTN	SALSBY	33.4				33.4							33.4
HAMLTN	SAUGUS	37.0				37.0	37.0					37.0	74.0
HAMLTN	SOMRVL	44.5				44.5							44.5
HAMLTN	SUDBRY	37.0				37.0							37.0
HAMLTN	SWMSCT	55.5				55.5	55.5					55.5	111.0
HAMLTN	TOPSFD	69.5		31.6		101.1	55.5					55.5	125.0
HAMLTN	WAKEFD	18.5				18.5							18.5
HAMLTN	WALTHM	74.0				74.0	111.0					111.0	185.0
HAMLTN	WENHAM	1313.5		105.5	42.4	1461.4	444.0				629.0	1073.0	2386.5
HAMLTN	*	8404.3	9.0	773.1	261.2	9447.6	3578.1		74.0		2255.8	5907.9	14312.2
HANOVR	HANOVR	3358.3	52.0	549.9	606.4	4566.6	1035.7				4066.9	5102.6	8460.9
HANOVR	HANSON	664.0			71.0	735.0	397.6					397.6	1061.6
HANOVR	HINGHM	394.2	4.0	33.4		431.6	284.5					284.5	678.7
HANOVR	HOLBRK	32.2			23.8	56.0	32.2					32.2	64.4
HANOVR	HULL--	16.9		11.0	12.0	39.9							16.9
HANOVR	LEXNTN	32.2				32.2							32.2
HANOVR	LITLTN	32.2				32.2							32.2
HANOVR	MARSFD	445.8		34.8	33.1	513.7	158.5		16.1			174.6	620.4
HANOVR	N-DORC	101.4				101.4	102.8					102.8	204.2
HANOVR	N-RDNG				11.0	11.0							
HANOVR	NORWEL	1134.1	8.0	147.6	120.1	1409.8	539.3	32.2			409.2	980.7	2114.8
HANOVR	PEMBRK	1383.0	10.0	180.9	192.5	1766.4	675.3				35.2	710.5	2093.5
HANOVR	QUINCY	465.0		77.8	11.0	553.8	233.4					233.4	698.4
HANOVR	RANDLP	16.9		11.9		28.8							16.9
HANOVR	ROCKLD	2282.7		232.0	113.3	2628.0	721.6	33.0			16.1	770.7	3053.4
HANOVR	ROXBRY	100.2				100.2				32.8		32.8	133.0
HANOVR	S-BSTN	65.6				65.6	16.1					16.1	81.7
HANOVR	S-DORC	67.0				67.0							67.0
HANOVR	SALSBY	16.1				16.1							16.1
HANOVR	SAUGUS	33.8				33.8							33.8
HANOVR	SCITUT	233.1		11.9	11.4	256.4	183.7					183.7	416.8
HANOVR	SOMRVL	94.0				94.0	94.0					94.0	188.0
HANOVR	W-BWTR						15.2					15.2	15.2
HANOVR	WALTHM	33.8				33.8							33.8
HANOVR	WEYMTH	611.3		22.0	23.2	656.5	185.4					185.4	796.7
HANOVR	WHITMN	258.8		23.6		282.4	225.3					225.3	484.1
HANOVR	*	11872.6	74.0	1336.8	1228.8	14512.2	4900.6	65.2	16.1	32.8	4527.4	9542.1	21414.7
HANSON	HANSON	2541.5	34.0	1249.7	36.5	3861.7	852.8				1541.6	2394.4	4935.9
HANSON	HINGHM			14.5		14.5							
HANSON	HOLBRK	16.4				16.4							16.4
HANSON	MARLBO	17.0				17.0	34.0					34.0	51.0
HANSON	MARSFD	98.4		10.5		108.9	82.0					82.0	180.4
HANSON	N-DORC	82.0				82.0	32.8					32.8	114.8
HANSON	NEEDHM	16.4				16.4							16.4
HANSON	NORWEL	35.1		12.9		48.0							35.1
HANSON	PEMBRK	927.2	16.0	181.9	38.3	1163.4	470.3				100.2	570.5	1497.7
HANSON	QUINCY	299.3				299.3	35.0					35.0	334.3
HANSON	RANDLP	16.4				16.4							16.4
HANSON	ROCKLD	480.1		22.6	35.1	537.8	195.9					195.9	676.0
HANSON	ROXBRY									179.2		179.2	179.2
HANSON	S-BSTN	49.2				49.2							49.2
HANSON	S-DORC	72.6				72.6	72.6					72.6	145.2
HANSON	SCITUT						32.8					32.8	32.8
HANSON	SOMRVL	32.8				32.8							32.8
HANSON	STOUTN	65.4				65.4	163.6					163.6	229.0
HANSON	STOW--	31.0				31.0							31.0
HANSON	W-BWTR	30.4			25.8	56.2							30.4
HANSON	WALPOL	32.8				32.8							32.8
HANSON	WALTHM	32.8				32.8							32.8
HANSON	WESTWD	17.0				17.0	34.0					34.0	51.0
HANSON	WEYMTH	101.5				101.5	133.7					133.7	235.2
HANSON	WHITMN	1031.0	4.0	50.9	162.4	1248.3	393.6				772.4	1166.0	2197.0
HANSON	*	6026.3	54.0	1543.0	298.1	7921.4	2533.1			179.2	2414.2	5126.5	11152.8
HARVRD	HARVRD	2306.6		73.0	130.8	2510.4	938.1			32.8	372.7	1343.6	3650.2
HARVRD	HUDSON	144.7		41.6		186.3							144.7
HARVRD	LANCTR	244.4		10.4	12.3	267.1	49.2					49.2	293.6
HARVRD	LAWRNC				12.4	12.4							
HARVRD	LEXNTN	141.3				141.3	64.6					64.6	205.9
HARVRD	LITLTN	480.7			48.8	529.5	222.7				47.2	269.9	750.6
HARVRD	LOWELL	247.8		22.8		270.6	110.6					110.6	358.4
HARVRD	MALDEN				10.4	10.4							
HARVRD	MARLBO	67.2				67.2	47.2					47.2	114.4
HARVRD	MAYNRD	144.2				144.2	48.2					48.2	192.4
HARVRD	MEDFRD	64.2		20.8		85.0							64.2
HARVRD	MELROS	16.4				16.4	16.4					16.4	32.8
HARVRD	NATICK	31.6				31.6							31.6
HARVRD	NEEDHM				11.4	11.4							
HARVRD	NEWTON	30.8		53.3		84.1							30.8
HARVRD	PEPREL	80.5				80.5	128.8					128.8	209.3
HARVRD	QUINCY			31.2	41.6	72.8							
HARVRD	READNG	15.4				15.4							15.4

TABLE C-1 (continued)

FROM TOWN	TO TOWN	********* V E H I C L E S ********** AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	*********** P A S S E N G E R S ************ AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	TOTAL PERSONS
HARVRD	RSLNDL	33.8		10.4		44.2							33.8
HARVRD	S-BSTN	16.1		31.2		47.3							16.1
HARVRD	SAUGUS	16.4				16.4							16.4
HARVRD	SHIRLY	876.2		18.4		894.6	511.0					511.0	1387.2
HARVRD	SOMRVL			20.8		20.8							
HARVRD	SOUTHB						31.8					31.8	31.8
HARVRD	STOW--	31.0				31.0							31.0
HARVRD	SUDBRY	16.0				16.0							16.0
HARVRD	TEWKSB	30.4				30.4	30.4					30.4	60.8
HARVRD	UPTON-						18.3					18.3	18.3
HARVRD	UXBRDG						41.8					41.8	41.8
HARVRD	WAKEFD	15.4				15.4							15.4
HARVRD	WALTHM	144.7				144.7	32.8					32.8	177.5
HARVRD	WAYLND	48.9				48.9							48.9
HARVRD	WESBRO						18.3					18.3	18.3
HARVRD	WESFRD	30.8		33.2		64.0							30.8
HARVRD	WEYMTH	71.8				71.8							71.8
HARVRD	WINTHP			20.8	10.4	31.2							
HARVRD	WOBURN	15.4				15.4							15.4
HARVRD	*	5362.7		387.9	278.1	6028.7	2310.2			32.8	419.9	2762.9	8125.6
HAVRHL	HAVRHL	56524.5	2606.0	13582.6	4545.0	77258.1	23977.0	842.0	225.5	1656.0	6130.3	32830.8	89355.3
HAVRHL	IPSWCH	203.8		23.6		227.4							203.8
HAVRHL	LAWRNC	3216.4		146.4	223.2	3586.0	2029.4		16.5	164.8	33.0	2243.7	5460.1
HAVRHL	LEXNTN	31.8				31.8							31.8
HAVRHL	LITLTN				12.8	12.8							
HAVRHL	LOWELL	526.2		50.0	112.8	689.0	183.9					183.9	710.1
HAVRHL	LYNN--	236.7		12.1	51.2	300.0	67.6					67.6	304.3
HAVRHL	MALDEN			12.2		12.2							
HAVRHL	MANCTR	30.4				30.4							30.4
HAVRHL	MARBHD				25.0	25.0							
HAVRHL	MARLBO	33.4				33.4	30.4					30.4	63.8
HAVRHL	MEDFRD	47.1		11.3		58.4							47.1
HAVRHL	MELROS										91.6	91.6	91.6
HAVRHL	MERIMC	1696.0		118.8	78.4	1893.2	1106.4			89.6		1196.0	2892.0
HAVRHL	METHUN	2165.7		35.1	106.7	2307.5	1090.6			82.3	245.0	1417.9	3583.6
HAVRHL	MIDLTN	31.8				31.8							31.8
HAVRHL	N-ANDV	3805.7	42.0	66.8	49.6	3964.1	2881.7	51.9		33.6		2967.2	6772.9
HAVRHL	N-DORC			10.4		10.4							
HAVRHL	N-RDNG	65.8		12.1		77.9							65.8
HAVRHL	NEEDHM			22.6	12.6	35.2							
HAVRHL	NEWB--	126.2				126.2	94.8					94.8	221.0
HAVRHL	NEWBPT	1268.4		36.6	54.4	1359.4	721.9					721.9	1990.3
HAVRHL	NEWTON	196.7				196.7							196.7
HAVRHL	NORWEL	15.6				15.6							15.6
HAVRHL	PEABDY	257.1		11.3	37.2	305.6	268.1			17.3		285.4	542.5
HAVRHL	REVERE	31.1			104.9	136.0							31.1
HAVRHL	ROWLEY	16.4				16.4					37.4	37.4	53.8
HAVRHL	S-BSTN				89.6	89.6							
HAVRHL	S-DORC	36.7				36.7							36.7
HAVRHL	SALEM-	200.2			24.8	225.0							200.2
HAVRHL	SALSBY	373.6				373.6	152.0					152.0	525.6
HAVRHL	SOMRVL				39.0	39.0							
HAVRHL	SOUTHB				12.8	12.8							
HAVRHL	STONHM						33.0		32.6			65.6	65.6
HAVRHL	TEWKSB	48.6				48.6							48.6
HAVRHL	TOPSFD	136.0			36.7	172.7	34.0					34.0	170.0
HAVRHL	W-NBRY	877.0		99.0	63.0	1039.0	293.6					293.6	1170.6
HAVRHL	WAKEFD	96.8				96.8	96.6					96.6	193.4
HAVRHL	WALPOL	15.7				15.7							15.7
HAVRHL	WALTHM	15.8				15.8	33.0					33.0	48.8
HAVRHL	WATRTN	30.4				30.4	83.7					83.7	114.1
HAVRHL	WAYLND	33.2				33.2							33.2
HAVRHL	WILMTN	31.8				31.8							31.8
HAVRHL	WINCTR				12.0	12.0							
HAVRHL	WINTHP		1.0			1.0							
HAVRHL	WOBURN	31.8			12.8	44.6							31.8
HAVRHL	*	72454.4	2649.0	14250.9	5704.5	95058.8	33177.7	893.9	274.6	2043.6	6537.3	42927.1	115381.5
HINGHM	HINGHM	14194.8	36.0	3193.3	1862.0	19286.1	5191.4	33.4			5703.4	10928.2	25123.0
HINGHM	HOLBRK	98.5			36.6	135.1	65.6					65.6	164.1
HINGHM	HULL--	1447.4		36.6	93.8	1577.8	977.3			123.0		1100.3	2547.7
HINGHM	HYD-PK	107.9				107.9							107.9
HINGHM	LAWRNC	16.9				16.9							16.9
HINGHM	MALDEN	50.7				50.7							50.7
HINGHM	MARSFD	235.4			732.0	967.4	78.8					78.8	314.2
HINGHM	MATAPN	16.5				16.5							16.5
HINGHM	MEDFRD	70.4				70.4							70.4
HINGHM	MILFRD	36.6				36.6							36.6
HINGHM	MILTON	125.4				125.4	16.5			70.8		87.3	212.7
HINGHM	N-DORC	544.4		46.8		591.2	84.5			157.1		241.6	786.0
HINGHM	NATICK	16.9				16.9	33.8					33.8	50.7
HINGHM	NEWTON	65.8				65.8	213.0					213.0	278.8
HINGHM	NORWEL	1067.4				1067.4	361.9					361.9	1429.3
HINGHM	NORWOO	18.7			12.4	31.1							18.7
HINGHM	PEMBRK	123.2		14.5		137.7	88.0					88.0	211.2
HINGHM	QUINCY	3597.1		140.1	243.5	3980.7	1283.9			167.4		1451.3	5048.4
HINGHM	RANDLP	119.3		35.9	12.0	167.2							119.3
HINGHM	REVERE	16.5				16.5							16.5
HINGHM	ROCKLD	611.7		113.6	55.6	780.9	198.4					198.4	810.1
HINGHM	ROXBRY	84.4		24.0	47.0	155.4	16.9					16.9	101.3
HINGHM	RSLNDL	189.6				189.6	232.8					232.8	422.4
HINGHM	S-BSTN	33.8		24.8	66.4	125.0	84.5			33.8		118.3	152.1
HINGHM	S-DORC	316.4				316.4	189.1					189.1	505.5
HINGHM	SAUGUS						16.5					16.5	16.5
HINGHM	SCITUT	786.2		24.8	211.6	1022.6	211.7					211.7	997.9
HINGHM	SHARON	15.8				15.8							15.8
HINGHM	SOMRVL				12.4	12.4							
HINGHM	STOUTN	96.6				96.6	32.4					32.4	129.0
HINGHM	SUDBRY	16.4				16.4							16.4
HINGHM	W-ROXB	50.7				50.7	33.8					33.8	84.5
HINGHM	WAKEFD				12.4	12.4							
HINGHM	WALTHM	67.6				67.6							67.6
HINGHM	WATRTN	33.8				33.8							33.8
HINGHM	WAYLND	33.8				33.8							33.8
HINGHM	WELSLY						16.9					16.9	16.9
HINGHM	WEYMTH	5138.0		273.9	401.7	5813.6	2430.8					2430.8	7568.8
HINGHM	WHITMN	136.0			34.2	170.2	119.1					119.1	255.1
HINGHM	WINTHP	111.0				111.0							111.0
HINGHM	*	29691.6	36.0	3928.3	3833.6	37489.5	11977.6	33.4		552.1	5703.4	18266.5	47958.1
HOLBRK	HOLBRK	4246.9	132.0	737.3	115.0	5231.2	1541.4	16.4	49.2	16.4	3345.6	4969.0	9215.9
HOLBRK	HULL--	38.0				38.0							38.0

TABLE C-1 (continued)

FROM TOWN	TO TOWN	VEHICLES					PASSENGERS						TOTAL PERSONS
		AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	
HOLBRK	HYD-PK				12.5	12.5							
HOLBRK	MALDEN	34.4				34.4							34.4
HOLBRK	MARSFD						32.8					32.8	32.8
HOLBRK	MATAPN	88.5		25.2		113.7	32.8					32.8	121.3
HOLBRK	MEDFLD	31.4				31.4							31.4
HOLBRK	MEDFRD			11.4		11.4							
HOLBRK	MILFRD	16.4				16.4							16.4
HOLBRK	MILTON	118.3		12.5	10.4	141.2	32.8					32.8	151.1
HOLBRK	N-OORC	467.2			24.0	491.2	65.6					65.6	532.8
HOLBRK	NEEDHM	84.3				84.3	37.5					37.5	121.8
HOLBRK	NEWTON	103.1				103.1	37.5					37.5	140.6
HOLBRK	PEMBRK	35.2				35.2							35.2
HOLBRK	QUINCY	1274.5	6.0	23.0	22.8	1326.3	565.4			32.8		598.2	1872.7
HOLBRK	RANDLP	2186.0	24.0	195.9	110.3	2516.2	858.2	32.8			68.0	959.0	3145.0
HOLBRK	ROCKLD	283.3		36.6	37.7	357.6	83.9					83.9	367.2
HOLBRK	ROXBRY	32.8				32.8							32.8
HOLBRK	RSLNDL	52.0				52.0							52.0
HOLBRK	S-BSTN	196.8		25.2	11.3	233.3	180.4					180.4	377.2
HOLBRK	S-CORC	344.0				344.0	65.6					65.6	409.6
HOLBRK	SHARON	32.8			127.2	160.0							32.8
HOLBRK	SOMRVL	16.4				16.4							16.4
HOLBRK	STOUTN	114.0		73.4	11.6	199.0							114.0
HOLBRK	W-BWTR	30.4				30.4	32.8					32.8	63.2
HOLBRK	W-ROXB	32.8				32.8	38.5					38.5	71.3
HOLBRK	WALPOL	31.6				31.6							31.6
HOLBRK	WALTHM	114.8				114.8	32.8					32.8	147.6
HOLBRK	WATRTN	65.6				65.6							65.6
HOLBRK	WAYLND	16.4				16.4							16.4
HOLBRK	WESTWD	82.0				82.0	65.6					65.6	147.6
HOLBRK	WEYMTH	908.2	6.0	47.8	46.2	1008.2	347.8					347.8	1256.0
HOLBRK	WHITMN	171.0		11.1	22.2	204.3	34.6					34.6	205.6
HOLBRK	WOBURN	32.8				32.8							32.8
HOLBRK	*	11281.9	168.0	1199.4	551.2	13200.5	4086.0	49.2	49.2	49.2	3413.6	7647.2	18929.1
HOLSTN	HOLSTN	3867.5	295.0	1732.8	106.8	6002.1	1593.2	147.6			2361.6	4102.4	7969.9
HOLSTN	HOPEDL	114.7		20.4	10.2	145.3	98.4					98.4	213.1
HOLSTN	HOPKTN	211.7				211.7	32.6					32.6	244.3
HOLSTN	HUDSON	34.4				34.4							34.4
HOLSTN	LEXNTN	32.8				32.8							32.8
HOLSTN	LINCLN	18.2				18.2							18.2
HOLSTN	MARLBO	49.2				49.2							49.2
HOLSTN	MAYNRD				11.9	11.9							
HOLSTN	MEDFLD	16.3				16.3							16.3
HOLSTN	MEDWAY	297.6	30.0	52.4	47.5	427.5	378.4					378.4	676.0
HOLSTN	MENDON	60.0				60.0							60.0
HOLSTN	MILFRD	530.8		92.4	23.4	646.6	395.2					395.2	926.0
HOLSTN	MILLIS	132.6		12.1	45.6	190.3	32.8					32.8	165.4
HOLSTN	N-OORC	49.2				49.2	98.4					98.4	147.6
HOLSTN	NATICK	787.7		47.2		834.9	313.8					313.8	1101.5
HOLSTN	NEEDHM	150.6			12.6	163.2	16.4					16.4	167.0
HOLSTN	NEWTON	180.4				180.4							180.4
HOLSTN	NORBRO	32.8		23.6		56.4							32.8
HOLSTN	NORFLK	16.4		23.6		40.0							16.4
HOLSTN	PLAINV						35.6					35.6	35.6
HOLSTN	ROWLEY	37.4				37.4							37.4
HOLSTN	RSLNDL	32.8				32.8							32.8
HOLSTN	S-BSTN	32.8				32.8							32.8
HOLSTN	SCITUT	31.8				31.8							31.8
HOLSTN	SHERBN	240.0		131.8	89.4	461.2	31.6					31.6	271.6
HOLSTN	SOMRVL	32.8			13.4	46.2							32.8
HOLSTN	SOUTHB	113.9				113.9	30.0					30.0	143.9
HOLSTN	STOUTN	32.4				32.4							32.4
HOLSTN	SUDBRY	162.0			11.9	173.9							162.0
HOLSTN	UPTON-	144.5				144.5	53.0					53.0	197.5
HOLSTN	UXBRDG	41.8				41.8	66.0					66.0	107.8
HOLSTN	W-BWTR	15.0				15.0							15.0
HOLSTN	WALPOL			23.6		23.6							
HOLSTN	WALTHM	97.4				97.4	32.8					32.8	130.2
HOLSTN	WATRTN	49.2				49.2							49.2
HOLSTN	WAYLND	32.8				32.8	16.4					16.4	49.2
HOLSTN	WELSLY	179.6			11.5	191.1	216.0					216.0	395.6
HOLSTN	WESBRO	64.8				64.8	32.0					32.0	96.8
HOLSTN	WESTON	48.7				48.7	63.6					63.6	112.3
HOLSTN	WEYMTH			10.4		10.4							
HOLSTN	WOBURN			10.4		10.4							
HOLSTN	WRENTM	32.6				32.6							32.6
HOLSTN	*	8005.2	325.0	2180.7	384.2	10895.1	3536.2	147.6			2361.6	6045.4	14050.6
HOPEDL	HOPEDL	2150.3	36.0	169.2	324.0	2679.5	660.2				858.0	1518.2	3668.5
HOPEDL	HOPKTN	98.6				98.6	65.2					65.2	163.8
HOPEDL	LAWRNC	33.0				33.0							33.0
HOPEDL	MALDEN				24.4	24.4							
HOPEDL	MARLBO						32.8					32.8	32.8
HOPEDL	MEDFLD	33.0				33.0							33.0
HOPEDL	MEDWAY	170.0			27.8	197.8	169.0					169.0	339.0
HOPEDL	MENDON	901.0		36.2		937.2	511.5					511.5	1412.6
HOPEDL	MILFRD	5020.7	276.0	288.4	73.8	5658.9	3069.9	197.2		187.7	33.0	3487.8	8508.5
HOPEDL	MILLIS				10.2	10.2							
HOPEDL	MILLVL	30.0			10.8	40.8	30.0					30.0	60.0
HOPEDL	NEEDHM						16.5					16.5	16.5
HOPEDL	NEWTON				20.4	20.4							
HOPEDL	NORBRG	161.8		39.2	10.2	211.2	131.2					131.2	293.0
HOPEDL	NORWOD				21.6	21.6							
HOPEDL	PLAINV	50.6				50.6							50.6
HOPEDL	S-BSTN				10.2	10.2							
HOPEDL	SHARON	33.0				33.0							33.0
HOPEDL	STOUTN				20.4	20.4							
HOPEDL	SUDBRY						33.0					33.0	33.0
HOPEDL	SWMSET	41.2				41.2							41.2
HOPEDL	UPTON-	386.7		25.6		412.3	172.8					172.8	559.5
HOPEDL	UXBRDG	280.8		65.2	22.2	368.2	93.1					93.1	373.9
HOPEDL	WESTON	16.4			10.2	26.6							16.4
HOPEDL	WRENTM	16.5		10.2	22.2	48.9							16.5
HOPEDL	*	9423.6	312.0	634.0	608.4	10978.0	4985.2	197.2		187.7	891.0	6261.1	15684.7
HOPKTN	HOPKTN	3614.8	48.0	125.8	264.5	4053.1	1086.0				758.4	1844.4	5459.2
HOPKTN	HUDSON	32.6				32.6							32.6
HOPKTN	LAWRNE	15.5				15.5							15.5
HOPKTN	LINCLN	16.2				16.2	16.2					16.2	32.4
HOPKTN	MARLBO	179.8			12.3	192.1	16.2					16.2	196.0
HOPKTN	MAYNRD	34.4				34.4							34.4
HOPKTN	MEDFLD	47.3				47.3							47.3

TABLE C-1 (continued)

FROM	TO	V E H I C L E S					P A S S E N G E R S						TOTAL
TOWN	TOWN	AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	PERSONS
HOPKTN	MEDWAY			10.5		10.5							
HOPKTN	MENDON	15.0		10.8	22.6	48.4							15.0
HOPKTN	MILFRD	428.8		54.0		482.8	171.7					171.7	600.5
HOPKTN	N-DORC	32.6				32.6							32.6
HOPKTN	NATICK	354.8		32.9	21.0	408.7	32.6					32.6	387.4
HOPKTN	NEEDHM	32.6				32.6	32.6					32.6	65.2
HOPKTN	NEWTON	233.0				233.0	16.3					16.3	249.3
HOPKTN	NORBRG	64.8				64.8							64.8
HOPKTN	NORBRO	64.0				64.0	48.0					48.0	112.0
HOPKTN	NORWOD			21.0		21.0							
HOPKTN	READNG			10.5		10.5							
HOPKTN	ROXBRY	32.6				32.6							32.6
HOPKTN	SAUGUS			10.5		10.5							
HOPKTN	SHERBN	80.7				80.7	16.3					16.3	97.0
HOPKTN	SOUTHB	269.6		25.4	25.6	320.6	79.4					79.4	349.0
HOPKTN	STOUTN	16.2				16.2							16.2
HOPKTN	SUDBRY			10.5		10.5							
HOPKTN	UPTON-	107.0				107.0	98.6					98.6	205.6
HOPKTN	UXBRDG	33.0				33.0	33.0					33.0	66.0
HOPKTN	WALTHM	78.3				78.3	32.6					32.6	110.9
HOPKTN	WAYLND	31.8		11.3		43.1							31.8
HOPKTN	WELSLY	65.2		21.0		86.2	32.6					32.6	97.8
HOPKTN	WESBRO	893.2				893.2	355.0					355.0	1248.2
HOPKTN	WESTON				13.4	13.4							
HOPKTN	WOBURN	15.5				15.5							15.5
HOPKTN	WRENTM	16.3				16.3							16.3
HOPKTN	*	6805.6	48.0	344.2	359.4	7557.2	2067.1				758.4	2825.5	9631.1
HUDSON	HUDSON	12917.7	1432.5	2535.1	276.6	17161.9	5385.6	223.6			1771.6	7380.8	20298.5
HUDSON	IPSWCH						15.9					15.9	15.9
HUDSON	LANCTR						154.0					154.0	154.0
HUDSON	LEXNTN	34.4				34.4	34.4					34.4	68.8
HUDSON	LITLTN	34.4				34.4							34.4
HUDSON	LOWELL	15.7				15.7	34.4					34.4	50.1
HUDSON	MARLBO	4474.1	45.0	320.7	192.2	5032.0	1933.8	34.4		68.0	32.8	2069.0	6543.1
HUDSON	MAYNRD	256.9		24.6	25.4	306.9	205.9					205.9	462.8
HUDSON	MELROS	17.2				17.2							17.2
HUDSON	MILFRD				10.8	10.8							
HUDSON	N-DORC	65.8				65.8	34.4					34.4	100.2
HUDSON	NATICK	269.9			11.9	281.8	189.2					189.2	459.1
HUDSON	NEEDHM	34.4				34.4	34.4					34.4	68.8
HUDSON	NEWTON	138.4				138.4	34.4					34.4	172.8
HUDSON	NORBRO	284.0		41.2		325.2	117.3			32.0		149.3	433.3
HUDSON	NORWOD	34.4				34.4	34.4					34.4	68.8
HUDSON	SALEM-	93.6				93.6							93.6
HUDSON	SOMRVL	34.4			13.4	47.8							34.4
HUDSON	SOUTHB	185.3		25.4	24.6	235.3	66.2					66.2	251.5
HUDSON	STOW--	392.6			20.2	412.8							392.6
HUDSON	SUDBRY	668.8	10.0	13.5		692.3	221.2					221.2	890.0
HUDSON	TOPSFD				11.6	11.6							
HUDSON	W-ROXB						17.2					17.2	17.2
HUDSON	WALTHM	622.8				622.8	298.2					298.2	921.0
HUDSON	WATRTN	187.6			11.6	199.2	34.4					34.4	222.0
HUDSON	WAYLND	259.2				259.2	137.6					137.6	396.8
HUDSON	WELSLY	70.0				70.0							70.0
HUDSON	WESBRO	101.5				101.5	34.4					34.4	135.9
HUDSON	WESTON	35.5				35.5							35.5
HUDSON	WOBURN				12.0	12.0							
HUDSON	*	21228.6	1487.5	2960.5	610.3	26286.9	9017.3	258.0		100.0	1804.4	11179.7	32408.3
HULL--	HULL--	3245.7	45.0	1944.4	289.5	5524.6	1428.0			67.2	3024.0	4519.2	7764.9
HULL--	HYD-PK	73.6				73.6							73.6
HULL--	LAWRNC	16.8				16.8							16.8
HULL--	LEXNTN	50.4				50.4	100.8					100.8	151.2
HULL--	LYNN--	67.2				67.2							67.2
HULL--	MATAPN	66.3				66.3	129.0					129.0	195.3
HULL--	MEDFRD	107.8				107.8	81.8					81.8	189.6
HULL--	MILTON	161.2		22.6		183.8							161.2
HULL--	N-ANDV	16.8				16.8							16.8
HULL--	N-DORC	248.1		33.0		281.1	117.6			168.0		285.6	533.7
HULL--	NEEDHM	100.0		11.0		111.0							100.0
HULL--	NEWTON	67.2				67.2							67.2
HULL--	NORWEL				12.0	12.0	64.8					64.8	64.8
HULL--	NORWOD	16.6				16.6							16.6
HULL--	QUINCY	563.2		24.1	60.9	648.2	621.6			16.8		638.4	1201.6
HULL--	RANDLP			13.1		13.1							
HULL--	REVERE	83.8				83.8							83.8
HULL--	ROCKLD	16.9			11.3	28.2							16.9
HULL--	ROXBRY	221.2			11.0	232.2							221.2
HULL--	RSLNDL	77.6				77.6							77.6
HULL--	S-BSTN	84.0				84.0	33.6					33.6	117.6
HULL--	S-DORC	151.2				151.2							151.2
HULL--	SCITUT	67.4		11.1		78.5							67.4
HULL--	SHERBN	16.0				16.0							16.0
HULL--	SOMRVL	91.0				91.0							91.0
HULL--	SOUTHB	31.8				31.8	31.8					31.8	63.6
HULL--	W-BWTR	15.2				15.2							15.2
HULL--	WALPOL	16.6				16.6							16.6
HULL--	WALTHM	66.3				66.3	16.8					16.8	83.1
HULL--	WEYMTH	266.8		11.1	12.4	290.3	294.0					294.0	560.8
HULL--	WHITMN	33.6				33.6							33.6
HULL--	*	6040.3	45.0	2070.4	397.1	8552.8	2919.8			252.0	3024.0	6195.8	12236.1
HYD-PK	HYD-PK	12735.2	296.6	3132.6	738.0	16902.4	5760.4	313.5		1941.2		8015.1	20750.3
HYD-PK	LAWRNC	50.9		24.5	23.2	98.6							50.9
HYD-PK	LOWELL			12.6		12.6							
HYD-PK	LYNN--	36.7				36.7							36.7
HYD-PK	MALDEN	167.8				167.8							167.8
HYD-PK	MARSFD	64.4		12.0		76.4	32.2					32.2	96.6
HYD-PK	MATAPN	5063.0	412.5	395.7	157.0	6028.2	2229.1	189.6		4759.2		7177.9	12240.9
HYD-PK	MEDFLD	78.2		12.7		90.9							78.2
HYD-PK	MEDFRD	208.5		27.0		235.5	83.8					83.8	292.3
HYD-PK	MEDWAY	34.0				34.0							34.0
HYD-PK	METHUN	52.0				52.0							52.0
HYD-PK	MILLIS				25.4	25.4							
HYD-PK	MILTON	2071.0	111.5	107.5	60.0	2350.0	1337.3			129.7	17.6	1484.6	3555.6
HYD-PK	N-DORC	2645.7	122.1	288.1	83.8	3139.7	1346.0			336.4		1682.4	4328.1
HYD-PK	N-RDNG	16.4		12.4		28.8							16.4
HYD-PK	NATICK	47.6				47.6							47.6
HYD-PK	NEEDHM	681.1			13.0	694.1	310.7			34.0		344.7	1025.8
HYD-PK	NEWTON	1054.2		48.6	45.4	1148.2	197.2					197.2	1251.4
HYD-PK	NORWEL	56.1				56.1							56.1
HYD-PK	NORWOD	791.9		57.0	23.4	872.3	714.1					714.1	1506.0

TABLE C-1 (continued)

FROM TOWN	TO TOWN	VEHICLES AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	PASSENGERS AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	TOTAL PERSONS
HYD-PK	PLAINV						17.8					17.8	17.8
HYD-PK	QUINCY	1654.6		86.6	59.2	1800.4	781.1			41.2		822.3	2476.9
HYD-PK	RANDLP	869.8		39.0	24.0	932.8	38.8					38.8	908.6
HYD-PK	READNG	77.6				77.6							77.6
HYD-PK	ROCKLD	66.0			11.6	77.6	142.0					142.0	208.0
HYD-PK	ROXBRY	1882.0	55.5	46.1	120.8	2104.4	453.5			738.7		1192.2	3074.2
HYD-PK	RSLNDL	4457.0	111.0	232.0	192.1	4992.1	2671.5			1868.1		4539.6	8996.6
HYD-PK	S-BSTN	1157.9		131.8	156.9	1446.6	283.0			90.4		373.4	1531.3
HYD-PK	S-DORC	1113.6	33.3	60.8	59.4	1267.1	656.6			727.2		1383.8	2497.4
HYD-PK	SCITUT	116.2				116.2	82.4					82.4	198.6
HYD-PK	SHARON	207.2				207.2	110.4					110.4	317.6
HYD-PK	SOMRVL	210.4		13.4		223.8	165.0					165.0	375.4
HYD-PK	STOUTN	290.2		22.6		312.8	119.8					119.8	410.0
HYD-PK	W-ROXB	1909.4	33.3	23.7	58.2	2024.6	895.6			196.4		1092.0	3001.4
HYD-PK	WAKEFD						77.6					77.6	77.6
HYD-PK	WALPOL	195.7				195.7							195.7
HYD-PK	WALTHM	174.0			12.3	186.3	82.4				78.2	160.6	334.6
HYD-PK	WATRTN	392.3		12.6	11.6	416.5	201.2					201.2	593.5
HYD-PK	WAYLND	77.0				77.0							77.0
HYD-PK	WELSLY	81.6				81.6	45.7					45.7	127.3
HYD-PK	WESTON	233.8				233.8							233.8
HYD-PK	WESTWD	962.5		36.1	11.4	1010.0	367.5					367.5	1330.0
HYD-PK	WEYMTH	386.8		25.4	11.4	423.6	38.8					38.8	425.6
HYD-PK	WILMTN	34.4				34.4							34.4
HYD-PK	WOBURN	107.2			12.0	119.2							107.2
HYD-PK	*	42511.9	1175.8	4860.8	1910.1	50458.6	19241.5	503.1		10862.5	95.8	30702.9	73214.8
IPSWCH	IPSWCH	7773.1	71.0	816.5	353.0	9013.6	3524.9	37.2	37.2		2275.9	5875.2	13648.3
IPSWCH	LAWRNC	67.0		15.7		83.5	88.2					88.2	156.0
IPSWCH	LEXNTN				11.8	11.8							
IPSWCH	LINCLN	31.4				31.4							31.4
IPSWCH	LOWELL	17.7				17.7							17.7
IPSWCH	LYNFLD	18.8				18.8							18.8
IPSWCH	LYNN--	324.8			24.6	349.4	239.1					239.1	563.9
IPSWCH	MALDEN	55.8				55.8							55.8
IPSWCH	MANCTR	119.7				119.7							119.7
IPSWCH	MARBHD	80.4				80.4							80.4
IPSWCH	MEDFRD			35.4		35.4							
IPSWCH	MELROS	49.0				49.0							49.0
IPSWCH	MIDLTN	72.4		12.0		84.4							72.4
IPSWCH	N-ANDV	93.2				93.2							93.2
IPSWCH	NEWB--	60.0		30.4		90.4							60.0
IPSWCH	NEWBPT	284.2		59.6	11.2	355.0	241.9					241.9	526.1
IPSWCH	NEWTON	16.9			11.7	28.6							16.9
IPSWCH	PEABDY	711.4		36.2	59.8	807.4	178.8					178.8	890.2
IPSWCH	QUINCY	17.7				17.7							17.7
IPSWCH	READNG			11.8		11.8							
IPSWCH	REVERE				11.4	11.4							
IPSWCH	ROCKPT	116.4			12.2	128.6	51.1					51.1	167.5
IPSWCH	ROWLEY	961.2		72.2		1033.4	464.2					464.2	1425.4
IPSWCH	ROXBRY			24.0		24.0							
IPSWCH	S-BSTN	84.9			12.2	97.1							84.9
IPSWCH	SALEM-	260.2		47.2	80.6	388.0	127.4					127.4	387.6
IPSWCH	SAUGUS	34.4			11.4	45.8	47.4					47.4	81.8
IPSWCH	SOMRVL			23.6	26.8	50.4				89.0		89.0	89.0
IPSWCH	STONHM	37.2				37.2							37.2
IPSWCH	SWMSCT	63.4				63.4							63.4
IPSWCH	TOPSFD	207.1		22.2		229.3							207.1
IPSWCH	W-NBRY	15.7				15.7	15.7					15.7	31.4
IPSWCH	WAKEFD	18.6				18.6							18.6
IPSWCH	WALTHM	35.4				35.4							35.4
IPSWCH	WENHAM	238.2		23.6		261.8	84.7					84.7	322.9
IPSWCH	WESTON	37.2				37.2							37.2
IPSWCH	WILMTN	16.7				16.7							16.7
IPSWCH	WINCTR	77.8				77.8							77.8
IPSWCH	WOBURN				14.5	14.5	37.2					37.2	37.2
IPSWCH	*	11998.7	71.0	1230.4	641.2	13941.3	5100.6	37.2	37.2	89.0	2275.9	7539.9	19538.6
LANCTR	LANCTR	3395.4		227.0	214.2	3836.6	721.6	16.4			360.8	1098.8	4494.2
LANCTR	LAWRNC						32.8					32.8	32.8
LANCTR	LITLTN	32.8				32.8							32.8
LANCTR	METHUN	31.4				31.4							31.4
LANCTR	N-DORC	16.4				16.4							16.4
LANCTR	PEABDY	16.4				16.4							16.4
LANCTR	QUINCY										32.8	32.8	32.8
LANCTR	S-BSTN						131.2					131.2	131.2
LANCTR	SHIRLY	164.0				164.0	196.8					196.8	360.8
LANCTR	SOMRVL		9.5			9.5							
LANCTR	SUDBRY	48.5				48.5							48.5
LANCTR	WATRTN			23.2		23.2							
LANCTR	WESBRO	32.8				32.8							32.8
LANCTR	WINTHP	16.4				16.4							16.4
LANCTR	WOBURN			23.2		23.2							
LANCTR	*	3754.1	9.5	273.4	214.2	4251.2	1082.4	16.4			393.6	1492.4	5246.5
LAWRNC	LAWRNC	73808.0	4413.4	9580.0	5383.0	93184.4	30555.5	1337.9	167.4	5508.5	151.3	37720.6	111528.6
LAWRNC	LEXNTN	155.1		25.9		181.0							155.1
LAWRNC	LITLTN			11.2		11.2							
LAWRNC	LOWELL	2546.8		288.0	217.5	3052.3	867.8	33.0				900.8	3447.6
LAWRNC	LYNFLD	51.2			12.0	63.2							51.2
LAWRNC	LYNN--	502.2		22.4	112.9	637.5	286.5					286.5	788.7
LAWRNC	MALDEN	52.2			22.4	74.6	66.0					66.0	118.2
LAWRNC	MANCTR						31.4					31.4	31.4
LAWRNC	MARBHD				11.2	11.2							
LAWRNC	MARLBO			13.4		13.4							
LAWRNC	MATAPN	95.1		20.8	10.4	126.3	17.2					17.2	112.3
LAWRNC	MEDFLD			11.2		11.2							
LAWRNC	MEDFRD	147.5		13.0	46.2	206.7							147.5
LAWRNC	MELROS	175.0		11.2	11.5	197.7	33.8					33.8	208.8
LAWRNC	MENDON			10.8		10.8							
LAWRNC	MERIMC	109.5				109.5	198.6					198.6	308.1
LAWRNC	METHUN	29793.8	042.2	1487.2	1555.9	33679.1	13017.0	397.3	67.5	1691.5	233.8	15407.1	45200.9
LAWRNC	MIDLTN	156.2		22.4		178.6	117.9					117.9	274.1
LAWRNC	MILLVL	16.8				16.8							16.8
LAWRNC	N-ANDV	11228.4	182.6	694.3	560.6	12665.9	5837.6			569.8	201.6	6609.0	17837.4
LAWRNC	N-DORC	33.8			12.0	45.8	60.6					60.6	94.4
LAWRNC	N-RDNG	284.4		53.6	52.9	390.9	306.2					306.2	590.6
LAWRNC	NATICK	47.3				47.3							47.3
LAWRNC	NEEDHM	123.1		22.4		145.5	33.6					33.6	156.7
LAWRNC	NEWB--	79.6				79.6	116.2					116.2	195.8
LAWRNC	NEWBPT	176.0		12.1		188.1	79.4					79.4	255.4
LAWRNC	NEWTON	33.0				33.0	33.6					33.6	66.6

TABLE C-1 (continued)

FROM	TO	********* V E H I C L E S ***********					*********** P A S S E N G E R S *************						TOTAL
TOWN	TOWN	AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	PERSONS
LAWRNC	NORWOO	19.2				19.2							19.2
LAWRNC	PEABDY	442.3		24.3	25.9	492.5	220.2					220.2	662.5
LAWRNC	PEPREL				22.4	22.4							
LAWRNC	RANDLP				11.2	11.2							
LAWRNC	READNG	428.1		68.9	45.0	542.0				33.0		33.0	461.1
LAWRNC	REVERE	34.4				34.4							34.4
LAWRNC	ROCKLD	18.7			22.4	41.1							18.7
LAWRNC	ROCKPT	32.4				32.4							32.4
LAWRNC	ROWLEY	18.6			11.2	29.8							18.6
LAWRNC	ROXBRY	102.2		10.4	24.0	136.6	87.2					87.2	189.4
LAWRNC	RSLNDL	34.4	7.0			41.4							34.4
LAWRNC	S-BSTN				24.0	24.0	84.5			34.4		118.9	118.9
LAWRNC	S-OORC			22.4		22.4							
LAWRNC	SALEM-	275.7				275.7	170.8					170.8	446.5
LAWRNC	SALSBY	84.0				84.0	71.8					71.8	155.8
LAWRNC	SAUGUS	125.3				125.3	17.2					17.2	142.5
LAWRNC	SCITUT	15.9				15.9							15.9
LAWRNC	SOMRVL	94.2			33.6	127.8	47.0					47.0	141.2
LAWRNC	SOUTH8	31.8				31.8							31.8
LAWRNC	STONHM	202.7				202.7	33.6					33.6	236.3
LAWRNC	SUOBRY	33.8				33.8							33.8
LAWRNC	SWMSCT	41.2				41.2							41.2
LAWRNC	TEWKS8	414.7		22.4	24.5	461.6	233.8					233.8	648.5
LAWRNC	TOPSFD	68.5				68.5	93.9					93.9	162.4
LAWRNC	TYNGS8			11.2		11.2	34.0				15.0	49.0	49.0
LAWRNC	W-NBRY	66.0		11.2		77.2							66.0
LAWRNC	W-ROXB	108.2				108.2							108.2
LAWRNC	WAKEFD	318.3			14.1	332.4	17.0			33.0		50.0	368.3
LAWRNC	WALPOL				11.2	11.2	33.0					33.0	33.0
LAWRNC	WALTHM	263.9				263.9	136.0					136.0	399.9
LAWRNC	WATRTN	247.3				247.3	122.9					122.9	370.2
LAWRNC	WELSLY	33.8				33.8							33.8
LAWRNC	WESBRO						33.0					33.0	33.0
LAWRNC	WESFRO	63.8		11.2		75.0							63.8
LAWRNC	WESTUN				36.9	36.9							
LAWRNC	WEYMTH	108.7				108.7							108.7
LAWRNC	WILMTN	696.3		28.6	70.4	795.3	316.4					316.4	1012.7
LAWRNC	WINCTR			32.4		32.4							
LAWRNC	WOBURN	136.1		25.0	22.4	183.5	66.6					66.6	202.7
LAWRNC	*	124175.5	5445.2	12567.9	8407.7	150596.3	53477.8	1768.2	234.9	7870.2	601.7	63952.8	188128.3
LEXNTN	LEXNTN	21343.4	153.3	4672.7	948.9	27118.3	9962.9	187.0		511.5	4634.0	15295.4	36638.8
LEXNTN	LINCLN	648.1		34.0	12.0	694.1	254.5					254.5	902.6
LEXNTN	LITLTN	111.4				111.4	36.2					36.2	147.6
LEXNTN	LOWELL	238.8			24.8	263.6	55.4					55.4	294.2
LEXNTN	LYNFLD	294.4				294.4							294.4
LEXNTN	LYNN--	221.5				221.5							221.5
LEXNTN	MALDEN	120.5	18.0	24.4		162.9	134.1					134.1	254.6
LEXNTN	MARBHO	36.0				36.0							36.0
LEXNTN	MARLBO	32.8				32.8				36.3		36.3	69.1
LEXNTN	MAYNRD	17.6			24.0	41.6							17.6
LEXNTN	MEDFRD	772.0		47.6	49.0	868.6	505.6					505.6	1277.6
LEXNTN	MELROS	88.4		11.7	13.0	113.1							88.4
LEXNTN	METHUN	34.4				34.4							34.4
LEXNTN	MILTON	74.8		12.6		87.4	74.8					74.8	149.6
LEXNTN	N-ANDV	31.6				31.6							31.6
LEXNTN	N-DORC	158.1			24.0	182.1							158.1
LEXNTN	N-RDNG			12.4		12.4							
LEXNTN	NATICK	330.0	4.0	12.6	12.0	358.6							330.0
LEXNTN	NEEDHM	267.6				267.6	111.6					111.6	379.2
LEXNTN	NEWBPT	15.7				15.7	15.7					15.7	31.4
LEXNTN	NEWTON	1236.6		12.4	22.4	1271.4	265.5					265.5	1502.1
LEXNTN	NORWOO	160.1				160.1							160.1
LEXNTN	PEABDY	133.4		12.4		145.8	118.6					118.6	252.0
LEXNTN	PEPREL	15.7				15.7	32.2					32.2	47.9
LEXNTN	QUINCY	41.7				41.7							41.7
LEXNTN	RANDLP						71.2					71.2	71.2
LEXNTN	READNG	339.0		13.6		352.6	190.6					190.6	529.6
LEXNTN	REVERE	38.2			13.0	51.2	76.0					76.0	114.2
LEXNTN	ROCKPT	16.2				16.2							16.2
LEXNTN	ROX8RY	313.5		40.4		353.9							313.5
LEXNTN	RSLNDL			11.6		11.6							
LEXNTN	S-BSTN	121.3			24.9	146.2	76.4					76.4	197.7
LEXNTN	S-DORC	110.0				110.0							110.0
LEXNTN	SALEM-	16.6				16.6							16.6
LEXNTN	SAUGUS	17.0				17.0							17.0
LEXNTN	SHARON	15.8				15.8							15.8
LEXNTN	SHIRLY	31.8				31.8	31.8					31.8	63.6
LEXNTN	SOMRVL	685.7	20.6	61.1	49.6	817.0	315.8			74.8		390.6	1076.3
LEXNTN	SOUTHB	30.0				30.0							30.0
LEXNTN	STONHM	97.9		34.9	25.7	158.5	15.7					15.7	113.6
LEXNTN	STOUTN	36.3				36.3							36.3
LEXNTN	STOW--	31.0				31.0							31.0
LEXNTN	SUDBRY	199.2		22.6		221.8							199.2
LEXNTN	SWMSCT	72.0				72.0							72.0
LEXNTN	TEWKSB	197.6				197.6	106.4					106.4	304.0
LEXNTN	TOPSFD	34.0				34.0							34.0
LEXNTN	W-ROXB	77.6				77.6							77.6
LEXNTN	WAKEFD	275.5		22.8		298.3							275.5
LEXNTN	WALPOL	16.6				16.6							16.6
LEXNTN	WALTHM	3833.4	10.3	199.6	230.4	4273.7	1529.9			36.0		1565.9	5399.3
LEXNTN	WATRTN	685.5		59.8	12.0	757.3	404.9					404.9	1090.4
LEXNTN	WAYLND	231.6		62.8		294.4	15.7					15.7	247.3
LEXNTN	WELSLY	227.2		13.4		240.6	37.4					37.4	264.6
LEXNTN	WESFRD	69.4				69.4	33.6					33.6	103.0
LEXNTN	WESTON	297.0		37.2		334.2	166.6					166.6	463.6
LEXNTN	WEYMTH	74.6				74.6	74.6					74.6	149.2
LEXNTN	WILMTN	260.2				260.2	88.0					88.0	348.2
LEXNTN	WINCTR	472.0	22.0	46.8	36.2	577.0	188.6					188.6	660.6
LEXNTN	WOBURN	1774.8		104.8	48.9	1928.5	672.0					672.0	2446.8
LEXNTN	WRENTM				11.8	11.8							
LEXNTN	*	37123.1	228.2	5584.2	1582.6	44518.1	15662.3	187.0		658.6	4634.0	21141.9	58265.0
LINCLN	LINCLN	2519.8	44.0	190.0	129.9	2883.7	728.3		109.2		1414.6	2252.1	4771.9
LINCLN	LITLTN	72.4			24.4	96.8	36.2					36.2	108.6
LINCLN	MAYNRD	32.7				32.7	46.5					46.5	79.2
LINCLN	MEDFRD	18.2		11.4		29.6	78.9					78.9	97.1
LINCLN	N-RDNG	18.2				18.2							18.2
LINCLN	NATICK			22.6	124.8	147.4							
LINCLN	NEEDHM	89.2				89.2				16.6		16.6	105.8
LINCLN	NEWTON	93.3		23.4		116.7							93.3
LINCLN	ROCKPT	36.4				36.4	36.4					36.4	72.8
LINCLN	ROX8RY				10.3	10.3							

TABLE C-1 (continued)

FROM TOWN	TO TOWN	V E H I C L E S					P A S S E N G E R S						TOTAL PERSONS
		AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	
LINCLN	S-BSTN	35.4				35.4							35.4
LINCLN	SOMRVL			14.5		14.5	35.2					35.2	35.2
LINCLN	STOW--	32.7			26.8	59.5	46.5					46.5	79.2
LINCLN	SUDBRY	342.3			12.3	354.6	175.4				414.6	590.0	932.3
LINCLN	WAKEFD	36.4				36.4							36.4
LINCLN	WALPOL	16.6				16.6							16.6
LINCLN	WALTHM	569.6	6.8	82.6	43.2	701.4	144.1	18.2	36.4			198.7	768.3
LINCLN	WATRTN				11.8	11.8							
LINCLN	WAYLND	159.0	2.0	32.0		193.0							159.0
LINCLN	WELSLY	18.2				18.2							18.2
LINCLN	WESTUN	181.2			68.3	249.5	16.2		18.2			34.4	215.6
LINCLN	WILMTN	36.4				36.4	42.5					42.5	78.9
LINCLN	WOBURN	18.2				18.2							18.2
LINCLN	*	4326.2	52.0	376.5	451.8	5206.5	1386.2	18.2	163.8	16.6	1829.2	3414.0	7740.2
LITLTN	LITLTN	5604.0	4.0	468.0	335.4	6411.4	1962.4	19.5			2162.5	4144.4	9748.4
LITLTN	LOWELL	525.4		11.2	12.4	549.0	182.6					182.6	708.0
LITLTN	LYNN--	19.5				19.5							19.5
LITLTN	MAYNRD	234.9				234.9	157.3					157.3	392.2
LITLTN	MELROS	18.1				18.1	18.1					18.1	36.2
LITLTN	MERIMC	17.7				17.7							17.7
LITLTN	METHUN			12.1		12.1							
LITLTN	N-RDNG	18.1				18.1							18.1
LITLTN	NEEDHM	36.2				36.2							36.2
LITLTN	NEWTON	18.1	1.0			19.1							18.1
LITLTN	NORBRG	32.2				32.2							32.2
LITLTN	PEPREL	116.7				116.7	32.2					32.2	148.9
LITLTN	READNG	32.8				32.8							32.8
LITLTN	S-BSTN	38.8				38.8							38.8
LITLTN	SHIRLY	165.1				165.1	86.9					86.9	252.0
LITLTN	SOMRVL	36.2				36.2							36.2
LITLTN	STOW--	15.4				15.4							15.4
LITLTN	SUDBRY	50.3				50.3							50.3
LITLTN	TEWKSB	58.5				58.5	58.5					58.5	117.0
LITLTN	TYNGSB	32.6				32.6							32.6
LITLTN	WALTHM	217.2			24.4	241.6	108.6					108.6	325.8
LITLTN	WATRTN	37.0				37.0							37.0
LITLTN	WELSLY	18.1		24.4		42.5							18.1
LITLTN	WESBRO				12.8	12.8							
LITLTN	WESFRD	870.8	11.0	12.4		894.2	325.0					325.0	1195.8
LITLTN	WESTON	36.2				36.2							36.2
LITLTN	WILMTN			28.6		28.6							
LITLTN	*	8249.9	16.0	556.7	385.0	9207.6	2931.6	19.5			2162.5	5113.6	13363.5
LOWELL	LOWELL	73301.5	18161.8	13655.0	6197.6	111315.9	34729.4	4569.0	51.1	7525.9	2580.4	49455.8	122757.3
LOWELL	LYNFLD	83.7				83.7							83.7
LOWELL	LYNN--	385.9			11.3	397.2	66.0					66.0	451.9
LOWELL	MALDEN	316.7			35.3	352.0	38.4					38.4	355.1
LOWELL	MARBHD	162.0				162.0							162.0
LOWELL	MARLBO	94.7				94.7	32.8					32.8	127.5
LOWELL	MATAPN			12.0		12.0							
LOWELL	MAYNRD	124.4		12.0		136.4	52.9					52.9	177.3
LOWELL	MEDFRD	127.3			11.4	138.7	53.5					53.5	180.8
LOWELL	MEDWAY			11.4		11.4							
LOWELL	MELROS	137.9				137.9							137.9
LOWELL	METHUN	1218.0		12.1	206.7	1436.8	775.5					775.5	1993.5
LOWELL	MIDLTN	35.2				35.2							35.2
LOWELL	MILTON	40.0				40.0							40.0
LOWELL	N-ANDV	599.9				599.9	631.8					631.8	1231.7
LOWELL	N-DORC	89.6			24.8	114.4							89.6
LOWELL	N-RDNG	50.4				50.4	65.6				38.4	104.0	154.4
LOWELL	NAHANT	34.4				34.4	15.7					15.7	50.1
LOWELL	NATICK	110.7			36.5	147.2							110.7
LOWELL	NEEDHM	138.0				138.8							138.0
LOWELL	NEWB--						33.8					33.8	33.8
LOWELL	NEWBPT	18.1			11.3	29.4							18.1
LOWELL	NEWTON	507.1			11.7	518.8	224.3					224.3	731.4
LOWELL	PEABDY	103.1				103.1	104.0					104.0	207.1
LOWELL	PEPREL	197.4		12.4	12.4	222.2	64.4					64.4	261.8
LOWELL	QUINCY	38.4		22.8		61.2							38.4
LOWELL	READNG	33.6		24.8		58.4	35.1					35.1	68.7
LOWELL	REVERE	41.9			12.4	54.3							41.9
LOWELL	ROCKLD				10.4	10.4							
LOWELL	ROWLEY			12.6		12.6							
LOWELL	ROXBRY	39.1			60.4	99.5	19.2					19.2	58.3
LOWELL	S-BSTN	33.8			97.3	131.1							33.8
LOWELL	S-DORC	96.4				96.4	56.4					56.4	152.8
LOWELL	SALEM-	33.0		23.6		56.6							33.0
LOWELL	SALSBY	15.7				15.7							15.7
LOWELL	SAUGUS	112.2				112.2	15.9					15.9	128.1
LOWELL	SHIRLY	65.2				65.2	31.8					31.8	97.0
LOWELL	SOMRVL	125.2			51.6	176.8	36.0					36.0	161.2
LOWELL	STONHM	68.5				68.5	34.5					34.5	103.0
LOWELL	STOW--	36.0				36.0							36.0
LOWELL	SUDBRY	57.8				57.8	34.4					34.4	92.2
LOWELL	SWMSCT	74.0				74.0	52.7					52.7	126.7
LOWELL	TEWKSB	6079.4	441.4	432.9	208.4	7162.1	3615.5	171.8		256.6	527.2	4571.1	10650.5
LOWELL	TOPSFD	17.0				17.0							17.0
LOWELL	TYNGSB	1769.7	20.4	200.2	10.4	2000.7	851.2	32.6		50.6	856.4	1790.8	3560.5
LOWELL	UPTON-	16.1				16.1							16.1
LOWELL	W-ROXB						34.0					34.0	34.0
LOWELL	WAKEFD	151.0		11.3	11.3	173.6	56.4					56.4	207.4
LOWELL	WALPOL	55.0				55.0							55.0
LOWELL	WALTHM	456.8				456.8	203.0					203.0	659.8
LOWELL	WATRTN	251.4				251.4	105.4			37.0		142.4	393.8
LOWELL	WAYLND						35.0					35.0	35.0
LOWELL	WELSLY	18.2				18.2	37.0					37.0	55.2
LOWELL	WESFRD	2121.0	2.0	58.0	191.5	2372.5	1074.0					1074.0	3195.0
LOWELL	WESTON	55.9			12.3	68.2	73.4					73.4	129.3
LOWELL	WEYMTH	71.8				71.8							71.8
LOWELL	WILMTN	1143.9		98.1	49.3	1291.3	665.8			68.8		734.6	1878.5
LOWELL	WINCTR	155.1		12.4		167.5	116.7					116.7	271.8
LOWELL	WINTHP	16.3				16.3	77.2					77.2	93.5
LOWELL	WOBURN	823.5		61.0		884.5	157.4					157.4	980.9
LOWELL	*	91948.9	18625.6	14672.6	7274.3	132521.4	44306.1	4773.4	51.1	7938.9	4002.4	61071.9	153020.8
LYNFLD	LYNFLD	5374.5		583.4	410.4	6368.3	2856.4				2787.6	5644.0	11018.5
LYNFLD	LYNN--	3034.2		101.0	24.6	3159.8	1057.2				79.0	1136.2	4170.4
LYNFLD	MALDEN	241.8		27.2	13.0	282.0							241.8
LYNFLD	MARBHD	117.2			11.2	128.4							117.2
LYNFLD	MAYNRD	34.4				34.4	17.2					17.2	51.6
LYNFLD	MEDFRD	358.8				358.8	36.8					36.8	395.6

TABLE C-1 (continued)

FROM TOWN	TO TOWN	VEHICLES AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	PASSENGERS AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	TOTAL PERSONS
LYNFLD	MELROS	790.3		23.0	14.5	827.8	332.0					332.0	1122.3
LYNFLD	METHUN	33.1				33.1	15.7					15.7	48.8
LYNFLD	MIDLTN	15.0				15.0							15.0
LYNFLD	MILLIS	73.6				73.6							73.6
LYNFLD	N-ANDV	34.5				34.5							34.5
LYNFLD	N-DORC	36.8				36.8							36.8
LYNFLD	N-RDNG	259.2		93.7		352.9	48.5					48.5	307.7
LYNFLD	NEEDHM						34.3					34.3	34.3
LYNFLD	NEWB--	15.0				15.0							15.0
LYNFLD	NEWTON	147.4				147.4	318.9					318.9	466.3
LYNFLD	PEABDY	2292.9		73.0	24.0	2389.9	983.6				245.4	1229.0	3521.9
LYNFLD	QUINCY	36.6				36.6	44.0					44.0	80.6
LYNFLD	READNG	403.0			215.7	618.7	297.3					297.3	700.3
LYNFLD	REVERE	285.9			13.0	298.9	90.6					90.6	376.5
LYNFLD	ROXBRY				12.0	12.0							
LYNFLD	S-BSTN	136.0				136.0				68.0		68.0	204.0
LYNFLD	SALEM-	260.3		35.8		296.1	294.4					294.4	554.7
LYNFLD	SAUGUS	1729.0		65.4	36.0	1830.4	1002.0				73.6	1075.6	2804.6
LYNFLD	SOMRVL	178.7				178.7				94.0		94.0	272.7
LYNFLD	STONHM	276.1		23.9	67.8	367.8	110.4					110.4	386.5
LYNFLD	SWMSCT	219.6				219.6							219.6
LYNFLD	TEWKSB	73.6				73.6							73.6
LYNFLD	UXBRDG	41.8				41.8	41.8					41.8	83.6
LYNFLD	W-BWTR	38.0				38.0							38.0
LYNFLD	W-ROXB	36.8				36.8	36.8					36.8	73.6
LYNFLD	WAKEFD	1262.5	36.0	124.5	47.9	1470.9	413.8	36.8				450.6	1713.1
LYNFLD	WALTHM	147.2				147.2	158.0					158.0	305.2
LYNFLD	WATRTN	36.8				36.8	36.8					36.8	73.6
LYNFLD	WELSLY	75.2				75.2							75.2
LYNFLD	WENHAM						73.6					73.6	73.6
LYNFLD	WESTON	68.0				68.0	68.0					68.0	136.0
LYNFLD	WEYMTH	36.6				36.6							36.6
LYNFLD	WILMTN	254.8				254.8	73.6					73.6	328.4
LYNFLD	WINCTR	115.9				115.9							115.9
LYNFLD	WOBURN	224.7		11.3	12.0	248.0	43.1					43.1	267.8
LYNFLD	•	18795.8	36.0	1162.2	902.1	20896.1	8484.8	36.8		162.0	3185.6	11869.2	30665.0
LYNN--	LYNN--	80173.9	6577.8	11996.8	6001.1	104749.6	36075.8	1405.1	394.9	9106.3	2392.0	49374.1	129548.0
LYNN--	MALDEN	889.1		169.8	148.9	1207.8	558.6					558.6	1447.7
LYNN--	MANCTR	93.1				93.1	153.4					153.4	246.5
LYNN--	MARBHD	3893.2		178.3	83.6	4155.1	1647.9			285.0		1932.9	5826.1
LYNN--	MATARN	39.0				39.0							39.0
LYNN--	MAYNRD	151.2				151.2							151.2
LYNN--	MEDFRD	429.6	18.4	93.9	58.0	599.9	81.4					81.4	511.0
LYNN--	MELROS	913.7		23.9	24.3	961.9	279.4					279.4	1193.1
LYNN--	METHUN	87.3			12.4	99.7	34.8					34.8	122.1
LYNN--	MIDLTN	667.2		24.0		691.2	213.6		76.2			289.8	957.0
LYNN--	MILLIS	34.2				34.2							34.2
LYNN--	MILTON	75.2				75.2	37.8					37.8	113.0
LYNN--	N-ANDV	402.6				402.6	218.7					218.7	621.3
LYNN--	N-DORC	281.8				281.8	85.9			93.2		179.1	460.9
LYNN--	N-RDNG	132.0		12.1		144.1	32.8					32.8	164.8
LYNN--	NAHANT	2088.9	44.8	173.5	104.2	2411.4	1391.8			210.0	280.0	1881.8	3970.7
LYNN--	NATICK	114.0			24.1	138.1				35.7		35.7	149.7
LYNN--	NEEDHM	241.7				241.7	69.6					69.6	311.3
LYNN--	NEWB--	65.4				65.4							65.4
LYNN--	NEWBRT	88.6			11.3	99.9	96.8			182.8		279.6	368.2
LYNN--	NEWTON	432.4				432.4	77.4			80.4		157.8	590.2
LYNN--	NORBRO	32.0				32.0							32.0
LYNN--	NORWOD						152.4					152.4	152.4
LYNN--	PEABDY	9867.7	28.4	390.0	125.3	10411.4	6452.1	39.5		550.0		7041.6	16909.3
LYNN--	PLAINV	17.8				17.8							17.8
LYNN--	QUINCY	164.9		22.8	12.4	200.1	79.8					79.8	244.7
LYNN--	RANDLP				13.1	13.1							
LYNN--	READNG	506.3		50.9	12.4	569.6	110.4					110.4	616.7
LYNN--	REVERE	7484.9	65.2	75.2	173.8	7799.1	4612.2	42.3		820.8		5475.3	12960.2
LYNN--	ROCKPT	81.0		12.4	12.4	105.8							81.0
LYNN--	ROWLEY	166.9				166.9	55.3					55.3	222.2
LYNN--	ROXBRY	133.9			36.4	170.3	54.9					54.9	188.8
LYNN--	RSLNDL			12.4		12.4							
LYNN--	S-BSTN	463.4		36.4	61.2	561.0	516.6					516.6	980.0
LYNN--	S-DORC	76.2				76.2							76.2
LYNN--	SALEM-	12393.8	65.2	214.2	230.3	12903.5	4884.7	71.4		630.0		5586.1	17979.9
LYNN--	SALSBY	50.5				50.5							50.5
LYNN--	SAUGUS	12104.5	124.4	438.3	456.9	13124.1	5993.4		35.7	1015.4	152.0	7196.5	19301.0
LYNN--	SCITUT	16.9				16.9							16.9
LYNN--	SHARON	31.6				31.6							31.6
LYNN--	SOMRVL	874.7		62.0	11.4	948.1	128.9				86.2	215.1	1089.8
LYNN--	SOUTMB	38.1				38.1							38.1
LYNN--	STONHM	369.0			12.0	381.0	121.5					121.5	490.5
LYNN--	STOUTN	32.4				32.4							32.4
LYNN--	SWMSCT	9303.2	265.8	513.1	210.8	10292.9	3336.7	121.0	114.3	842.4		4414.4	13717.6
LYNN--	TEWKSB	140.0				140.0	33.6					33.6	173.6
LYNN--	TOPSFD	221.0		22.2	11.8	255.0	204.0					204.0	425.0
LYNN--	UXBRDG	39.9				39.9							39.9
LYNN--	W-BWTR	15.2				15.2							15.2
LYNN--	W-NBRY	31.6				31.6	31.6					31.6	63.2
LYNN--	W-ROXB	113.1				113.1	38.1					38.1	151.2
LYNN--	WAKEFD	1402.3		98.0	35.2	1535.5	645.3			75.6		720.9	2123.2
LYNN--	WALTHM	301.2			24.8	326.0							301.2
LYNN--	WATRTN	304.0				304.0	147.6					147.6	451.6
LYNN--	WAYLND	36.2				36.2							36.2
LYNN--	WELSLY	38.0			10.4	48.4							38.0
LYNN--	WENHAM	240.5				240.5	55.5				37.0	92.5	333.0
LYNN--	WEYMTH	35.9	9.2	12.4	10.4	67.9							35.9
LYNN--	WILMTN	208.4				208.4	71.3					71.3	279.7
LYNN--	WINCTR	210.3				210.3	76.2					76.2	286.5
LYNN--	WINTHP	758.7	16.0	49.6	24.4	848.7	350.1					350.1	1108.8
LYNN--	WOBURN	181.5		36.4		217.9	191.5					191.5	373.0
LYNN--	•	149781.6	7215.2	14718.6	7953.3	179668.7	69399.4	1679.3	621.1	13927.6	2947.2	88574.6	238356.2
MALDEN	MALDEN	26137.6	2548.5	6208.7	3596.3	38491.1	13781.4	1039.6		6530.8	172.0	21523.8	47661.4
MALDEN	MANCTR				12.2	12.2							
MALDEN	MARBHD			49.4		49.4							
MALDEN	MATARN	39.0				39.0	39.0					39.0	78.0
MALDEN	MEDFRD	7776.1	315.3	406.8	467.8	8966.0	2551.3			1727.9	41.9	4321.1	12097.2
MALDEN	MELROS	7209.9	199.5	470.6	289.7	8169.7	3033.2	92.2		1223.0		4348.4	11558.3
MALDEN	MERIMC						35.4					35.4	35.4
MALDEN	METHUN	61.4				61.4							61.4
MALDEN	MIDLTN	92.4				92.4	52.8					52.8	145.2
MALDEN	MILTON	75.2				75.2							75.2

TABLE C-1 (continued)

FROM TOWN	TO TOWN	********* VEHICLES ***********					*********** PASSENGERS ************						TOTAL PERSONS
		AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	
MALDEN	N-ANDV	123.2				123.2							123.2
MALDEN	N-DORC	308.0		23.0	12.0	343.0							308.0
MALDEN	N-RDNG	186.8			11.8	198.6	248.2					248.2	435.0
MALDEN	NAHANT	43.9				43.9							43.9
MALDEN	NEEDHM			11.7	23.4	35.1							
MALDEN	NEWB--	45.1				45.1	75.1					75.1	120.2
MALDEN	NEWBPT	62.8				62.8	65.2		31.4			96.6	159.4
MALDEN	NEWTON	672.3		23.4	12.3	708.0	135.3					135.3	807.6
MALDEN	PEABDY	866.3		10.7	61.0	938.0	474.2					474.2	1340.5
MALDEN	QUINCY	603.5		12.2	24.4	640.1	73.4					73.4	676.9
MALDEN	RANDLP	223.1		12.5		235.6	90.2					90.2	313.3
MALDEN	READNG	974.0		165.0	61.0	1220.0	324.0	35.1		35.1		394.2	1368.2
MALDEN	REVERE	2676.0		99.0	238.5	3013.5	2524.1	45.3		434.8		3004.2	5680.2
MALDEN	ROCKLD	33.0				33.0							33.0
MALDEN	ROCKPT	114.2				114.2							114.2
MALDEN	ROWLEY	18.7				18.7							18.7
MALDEN	ROXBRY	510.7			37.6	548.3	137.5			44.8		182.3	693.0
MALDEN	S-BSTN	585.2		12.0	86.7	683.9	97.0	48.2		93.6		238.8	824.0
MALDEN	S-DORC	118.6				118.6							118.6
MALDEN	SALEM-	173.2		11.8		185.0	263.2					263.2	436.4
MALDEN	SAUGUS	3791.2	5.0	152.0	249.0	4197.2	2607.2	38.0		647.9		3293.1	7084.3
MALDEN	SCITUT	33.8				33.8							33.8
MALDEN	SHARON	31.6				31.6							31.6
MALDEN	SOMRVL	2426.6	17.6	108.7	312.1	2865.0	528.0	83.4		470.2		1081.6	3508.2
MALDEN	SOUTHB						31.8					31.8	31.8
MALDEN	STONHM	2546.1	10.5	46.2	49.8	2652.6	1110.6		79.2			1189.8	3735.9
MALDEN	STOUTN	32.0		12.2		44.2							32.0
MALDEN	SWMSCT	48.4				48.4	48.4					48.4	96.8
MALDEN	TEWKSB	128.6				128.6	30.4					30.4	159.0
MALDEN	TOPSFD	34.0			11.4	45.4							34.0
MALDEN	W-ROXB	72.5				72.5							72.5
MALDEN	WAKEFD	2825.8		70.1	81.6	2977.5	1564.2			433.6		1997.8	4823.6
MALDEN	WALTHM	642.1		23.3	73.9	739.3	175.4					175.4	817.5
MALDEN	WATRTN	310.6		24.4	47.4	382.4	226.4					226.4	537.0
MALDEN	WELSLY	42.1			13.4	55.5							42.1
MALDEN	WESTON	81.8		12.2	12.3	106.3							81.8
MALDEN	WESTWD				11.4	11.4							
MALDEN	WEYMTH			10.4		10.4							
MALDEN	WILMTN	491.4		14.3	32.1	537.8							491.4
MALDEN	WINCTR	353.7			12.0	365.7	202.4	97.0				299.4	653.1
MALDEN	WINTHP	175.0		22.8		197.8	64.0			40.9		104.9	279.9
MALDEN	WOBURN	726.7		47.7	120.2	896.6	312.5					312.5	1041.2
MALDEN	*	64526.2	3096.4	8081.1	5961.3	81665.0	30901.8	1478.8	110.6	11682.6	213.9	44387.7	108913.9
MANCTR	MANCTR	2409.3		708.0	959.6	4076.9	1498.8				1080.8	2579.6	4988.9
MANCTR	MARBHD	40.2				40.2							40.2
MANCTR	MEDFRD	77.2				77.2							77.2
MANCTR	METHUN	77.2				77.2							77.2
MANCTR	MIDLTN			11.8		11.8							
MANCTR	NEEDHM	38.6				38.6							38.6
MANCTR	PEABDY				12.2	12.2	77.2					77.2	77.2
MANCTR	REVERE	34.0				34.0							34.0
MANCTR	ROCKPT	93.1				93.1							93.1
MANCTR	S-BSTN				12.2	12.2							
MANCTR	SALEM-	365.4		36.0	35.6	437.0	271.7					271.7	637.1
MANCTR	STONHM	77.2				77.2							77.2
MANCTR	SWMSCT	40.2				40.2							40.2
MANCTR	TOPSFD	17.0		11.8		28.8	68.0					68.0	85.0
MANCTR	WAKEFD	77.2				77.2							77.2
MANCTR	WALTHM	116.7				116.7							116.7
MANCTR	WENHAM	111.0		9.6		120.6	74.0					74.0	185.0
MANCTR	*	3574.3		777.2	1019.6	5371.1	1989.7				1080.8	3070.5	6644.8
MARBHD	MARBHD	22642.4	66.0	4191.3	1430.0	28329.7	10936.4	40.8	40.8	402.0	1532.4	12952.4	35594.8
MARBHD	MARLBO	80.4				80.4							80.4
MARBHD	MELROS	133.0				133.0							133.0
MARBHD	MIDLTN	80.4				80.4	80.4					80.4	160.8
MARBHD	N-DORC	36.4		24.4		60.8							36.4
MARBHD	NAHANT			11.3		11.3	41.9					41.9	41.9
MARBHD	NEEDHM			12.5		12.5							
MARBHD	NEWBPT									80.4		80.4	80.4
MARBHD	NEWTON	89.7				89.7	148.0					148.0	237.7
MARBHD	NORWEL			11.9		11.9							
MARBHD	PEABDY	1316.9		23.8	97.6	1438.3	563.1					563.1	1880.0
MARBHD	QUINCY	80.4				80.4							80.4
MARBHD	REVERE	753.8		12.4	12.0	778.2	363.0					363.0	1116.8
MARBHD	ROCKLD			20.8	24.0	44.8							
MARBHD	ROCKPT	56.4				56.4							56.4
MARBHD	ROWLEY	37.4				37.4							37.4
MARBHD	ROXBRY	122.4				122.4							122.4
MARBHD	S-BSTN	162.0			50.0	212.0							162.0
MARBHD	SALEM-	6794.8	42.0	302.2	203.3	7342.3	2984.3	80.4		81.0		3145.7	9940.5
MARBHD	SAUGUS	398.4		35.4		433.8	281.4					281.4	679.8
MARBHD	SOMRVL				12.0	12.0							
MARBHD	STONHM	82.2				82.2							82.2
MARBHD	SWMSCT	3220.5	18.0	245.4	73.6	3557.5	1255.0				80.4	1335.4	4555.9
MARBHD	TEWKSB	81.6				81.6	40.2					40.2	121.8
MARBHD	TOPSFD	69.8				69.8	17.0					17.0	86.8
MARBHD	W-ROXB			12.5		12.5							
MARBHD	WAKEFD	38.8				38.8	163.2					163.2	202.0
MARBHD	WALTHM	97.5				97.5	81.6					81.6	179.1
MARBHD	WATRTN									36.2		36.2	36.2
MARBHD	WAYLND	40.8				40.8							40.8
MARBHD	WENHAM	37.0		19.2		56.2	80.4					80.4	117.4
MARBHD	WHITMN				10.4	10.4							
MARBHD	WILMTN	80.4				80.4	81.6					81.6	162.0
MARBHD	WINCTR			10.4		10.4							
MARBHD	WINTHP	77.2				77.2							77.2
MARBHD	*	36610.6	126.0	4933.5	1912.9	43583.0	17117.5	121.2	40.8	599.6	1612.8	19491.9	56102.5
MARLBO	MARLBO	17774.4	546.0	3545.1	356.7	22226.2	6981.8	411.2	17.0	147.6	2940.6	10498.2	28276.6
MARLBO	MATAPN	55.7				55.7							55.7
MARLBO	MAYNRD	397.9				397.9	134.4					134.4	532.3
MARLBO	MEDFRD	81.8				81.8							81.8
MARLBO	MILFRD	227.4				227.4	48.6					48.6	276.0
MARLBO	N-DORC	31.0		27.0		58.0	31.0					31.0	62.0
MARLBO	NATICK	387.5		13.5		401.0	127.6					127.6	515.1
MARLBO	NEEDHM	133.6		38.3	11.6	183.5	32.8					32.8	166.4
MARLBO	NEWTON	450.6				450.6	137.2			36.3		173.5	624.1
MARLBO	NORBRO	1492.3			23.2	1515.5	651.2			81.2		732.4	2224.7
MARLBO	NORWOD	32.9				32.9	34.4					34.4	67.3
MARLBO	ROXBRY			24.0	13.4	37.4	65.2			41.9		107.1	107.1

TABLE C-1 (continued)

FROM	TO	VEHICLES					PASSENGERS						TOTAL
TOWN	TOWN	AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	PERSONS
MARLBO	RSLNDL	17.0				17.0							17.0
MARLBO	SHERBN	16.4				16.4							16.4
MARLBO	SHIRLY	31.2				31.2							31.2
MARLBO	SOMRVL				26.9	26.9							
MARLBO	SOUTHB	1371.0		105.8	119.4	1596.2	527.7				63.6	591.3	1962.3
MARLBO	STOW--	126.9				126.9	79.0			17.0		96.0	222.9
MARLBO	SUDBRY	862.4	30.0	39.0	13.4	944.8	360.0				16.4	376.4	1238.8
MARLBO	TEWKSB						32.8					32.8	32.8
MARLBO	TYNGSB				27.0	27.0							
MARLBO	UPTON-	121.6				121.6	49.2					49.2	170.8
MARLBO	UXBRDG	33.0				33.0							33.0
MARLBO	WALTHM	779.2		12.3		791.5	329.4					329.4	1108.6
MARLBO	WATRTN	111.2		54.0	13.5	178.7							111.2
MARLBO	WAYLND	494.7		12.0		506.7	231.6					231.6	726.3
MARLBO	WELSLY	82.0		13.4		95.4	75.2					75.2	157.2
MARLBO	WESBRO	658.5		66.1	13.0	737.6	262.8					262.8	921.3
MARLBO	WESFRD	32.8				32.8							32.8
MARLBO	WESTON	163.4				163.4	49.0					49.0	212.4
MARLBO	WHITMN			22.2		22.2							
MARLBO	WINTHP	32.8				32.8							32.8
MARLBO	WOBURN	33.2				33.2							33.2
MARLBO	*	26036.4	576.0	3972.7	618.1	31203.2	10240.9	411.2	17.0	324.0	3020.6	14013.7	40050.1
MARSFD	MARSFD	4011.9	36.0	823.5	1419.0	6290.4	1865.6	80.5		15.0	2605.5	4566.6	8578.5
MARSFD	N-DORC	161.3			13.4	174.7							161.3
MARSFD	NEEDHM	30.0				30.0							30.0
MARSFD	NEWTON	79.4				79.4							79.4
MARSFD	NORFLK	16.3				16.3							16.3
MARSFD	NORWEL	233.1		58.4	22.9	314.4	125.7					125.7	358.8
MARSFD	NORWOD	32.2				32.2							32.2
MARSFD	PEMBRK	284.7	4.0	48.2	70.8	407.7	66.7					66.7	351.4
MARSFD	QUINCY	455.7		37.9	23.9	517.5	190.1					190.1	645.8
MARSFD	RANDLP	111.4				111.4	79.2					79.2	190.6
MARSFD	ROCKLD	144.9			46.4	191.3	113.1					113.1	258.0
MARSFD	RSLNDL				23.6	23.6							
MARSFD	S-BSTN	157.7		12.0		169.7	30.0					30.0	187.7
MARSFD	S-DORC	76.1		12.0		88.1	30.0					30.0	106.1
MARSFD	SCITUT	629.6	2.0	94.7	215.7	942.0	295.7					295.7	925.3
MARSFD	SOMRVL	32.2			13.4	45.6	94.0					94.0	126.2
MARSFD	SOUTHB	32.2				32.2							32.2
MARSFD	WALTHM						32.2					32.2	32.2
MARSFD	WATRTN	63.3				63.3							63.3
MARSFD	WELSLY	32.2				32.2							32.2
MARSFD	WEYMTH	203.8		24.3	23.5	251.6	105.7					105.7	309.5
MARSFD	WHITMN	136.0			22.2	159.2	119.9					119.9	255.9
MARSFD	WOBURN	15.0				15.0							15.0
MARSFD	*	6939.0	42.0	1111.0	1594.8	9986.8	3147.9	80.5		15.0	2605.5	5848.9	12787.9
MATAPN	MATAPN	5435.2	509.3	1948.9	1560.7	9454.1	2352.1	196.0		1797.2	157.2	4502.5	9937.7
MATAPN	MEDFLD				14.2	14.2							
MATAPN	MEDFRD	153.8		14.5		168.3	39.0					39.0	192.8
MATAPN	MELROS	39.3				39.3	39.3					39.3	78.6
MATAPN	METHUN	31.1				31.1							31.1
MATAPN	MILTON	4304.4	376.6	284.9	85.5	5051.4	1637.5	40.0		1147.8		2825.3	7129.7
MATAPN	N-DORC	5167.0	656.7	537.7	678.8	7040.2	1569.8	195.9		2458.2		4223.9	9390.9
MATAPN	NAHANT	70.0				70.0							70.0
MATAPN	NATICK	39.0				39.0							39.0
MATAPN	NEEDHM	170.4		50.4		220.8	194.8					194.8	365.2
MATAPN	NEWBPT				24.0	24.0							
MATAPN	NEWTON	523.7		93.1	11.7	628.5	235.2			39.1		274.3	798.0
MATAPN	NORWOD	194.5		11.4		205.9							194.5
MATAPN	PEABDY	117.6				117.6	235.8					235.8	353.4
MATAPN	QUINCY	1594.3	22.2	123.1	73.3	1812.9	445.7			78.0		523.7	2118.0
MATAPN	RANDLP	267.2		24.0	36.0	327.2	331.8					331.8	599.0
MATAPN	REVERE	156.6				156.6	78.6					78.6	235.2
MATAPN	ROXBRY	2317.6	299.7	246.1	168.3	3031.7	997.6		43.6	4122.0	78.6	5241.8	7559.4
MATAPN	RSLNDL	1707.0	96.8	122.0	145.4	2071.2	1094.3			335.4		1429.7	3136.7
MATAPN	S-BSTN	1227.3	30.2	84.2	130.2	1471.9	293.2			664.0		957.2	2184.5
MATAPN	S-DORC	3601.8	149.2	243.1	404.2	4398.3	2203.2	38.9		7049.8		9291.9	12893.7
MATAPN	SALSBY	39.3				39.3	78.6					78.6	117.9
MATAPN	SAUGUS	39.9		11.3		51.2	39.9					39.9	79.8
MATAPN	SCITUT	94.9				94.9	128.7					128.7	223.6
MATAPN	SHARON	300.9	11.1			312.0	253.8					253.8	554.7
MATAPN	SOMRVL	94.4			12.0	106.4	78.0					78.0	172.4
MATAPN	STOUTN	576.4	22.2	22.6		621.2	184.6			178.2		362.8	939.2
MATAPN	W-ROXB	540.4	22.2	49.7	22.7	635.0	156.0			159.0		315.0	855.4
MATAPN	WAKEFD	39.3				39.3							39.3
MATAPN	WALPOL	64.9			14.2	79.1							64.9
MATAPN	WALTHM	304.8		58.4	24.8	388.0	117.3					117.3	422.1
MATAPN	WATRTN	39.0	11.1	11.6		61.7	39.0					39.0	78.0
MATAPN	WELSLY	72.2				72.2							72.2
MATAPN	WESTON	78.6				78.6							78.6
MATAPN	WESTWD	38.8		11.4		50.2							38.8
MATAPN	WEYMTH	109.8		23.2		133.0	195.0					195.0	304.8
MATAPN	WILMTN	78.6				78.6							78.6
MATAPN	WOBURN	77.2				77.2							77.2
MATAPN	*	29707.2	2207.3	3971.6	3406.0	39292.1	13018.8	470.8	43.6	18028.7	235.8	31797.7	61504.9
MAYNRD	MAYNRD	6935.6	44.0	2575.1	71.9	9626.6	2754.9	51.6		17.2	722.4	3546.1	10481.7
MAYNRD	MEDFRD	81.8				81.8							81.8
MAYNRD	NATICK	272.2				272.2	103.2					103.2	375.4
MAYNRD	NEEDHM	136.8				136.8							136.8
MAYNRD	NEWTON	70.4				70.4	17.6					17.6	88.0
MAYNRD	NORPRO	34.4				34.4							34.4
MAYNRD	PEABDY	17.2				17.2	17.2					17.2	34.4
MAYNRD	QUINCY	17.2				17.2							17.2
MAYNRD	SHIRLY	62.4				62.4							62.4
MAYNRD	SOMRVL	181.8				181.8							181.8
MAYNRD	SOUTHB	38.1				38.1							38.1
MAYNRD	STOW--	964.0	4.0	22.4	35.7	1026.1	401.2	62.0				463.2	1427.2
MAYNRD	SUDBRY	813.6	10.0	127.4	60.0	1011.0	276.1					276.1	1089.7
MAYNRD	UPTON-	15.5				15.5							15.5
MAYNRD	UXBRDG	44.4				44.4							44.4
MAYNRD	WALTHM	743.4			24.0	767.4	328.8					328.8	1072.2
MAYNRD	WATRTN	34.4				34.4	34.4					34.4	68.8
MAYNRD	WAYLND	85.2		25.6	24.0	134.8							85.2
MAYNRD	WESBRO	33.0				33.0							33.0
MAYNRD	WESFRD	35.8				35.8	71.6					71.6	107.4
MAYNRD	WESTON	172.0				172.0	17.2					17.2	189.2
MAYNRD	WOBURN						43.1					43.1	43.1
MAYNRD	*	10789.2	58.0	2750.5	215.6	13813.3	4065.3	113.6		17.2	722.4	4918.5	15707.7

TABLE C-1 (continued)

FROM TOWN	TO TOWN	VEHICLES					PASSENGERS						TOTAL PERSONS
		AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	
MEDFLD	MEDFLD	5043.0	1130.0	689.3	176.8	7039.1	1947.7	78.5			785.0	2811.2	7854.2
MEDFLD	MEDWAY	130.8				130.8	99.4					99.4	230.2
MEDFLD	MENDON	30.0				30.0							30.0
MEDFLD	MILFRD	63.6		32.4		96.0	96.6					96.6	160.2
MEDFLD	MILLIS	638.4	3.0	85.2	77.9	804.5	151.1			17.1		168.2	806.6
MEDFLD	MILTON	36.4				36.4							36.4
MEDFLD	N-DORC	15.7				15.7	47.1					47.1	62.8
MEDFLD	NATICK	481.1				481.1	237.4					237.4	718.5
MEDFLD	NEEDHM	525.2		12.6	12.6	550.4	62.8					62.8	588.0
MEDFLD	NEWTON	78.5				78.5					31.4	31.4	109.9
MEDFLD	NORBRG	31.4		25.4		56.8							31.4
MEDFLD	NORFLK	206.5		12.1	11.2	229.8	31.4					31.4	237.9
MEDFLD	NORWOD	465.8		37.4	62.6	565.8	94.2					94.2	560.0
MEDFLD	QUINCY	15.7		25.1		40.8	31.4					31.4	47.1
MEDFLD	REVERE				11.8	11.8							
MEDFLD	ROXBRY	31.4				31.4							31.4
MEDFLD	RSLNDL	31.4				31.4							31.4
MEDFLD	S-BSTN	31.4			12.4	43.8							31.4
MEDFLD	SHARON	31.6		12.0		43.6							31.6
MEDFLD	SHERBN	111.6		14.9		126.5	31.4					31.4	143.0
MEDFLD	SOMRVL			13.4		13.4							
MEDFLD	STOUTN	16.2				16.2							16.2
MEDFLD	SWMSET	31.4				31.4			15.7	15.7		31.4	62.8
MEDFLD	W-ROXB	15.7				15.7							15.7
MEDFLD	WALPOL	1022.1		73.9	14.2	1110.2	282.6			30.8		313.4	1335.5
MEDFLD	WALTHM	78.5		12.3		90.8							78.5
MEDFLD	WAYLND	31.4				31.4	31.4					31.4	62.8
MEDFLD	WELSLY	165.5				165.5	47.1					47.1	212.6
MEDFLD	WESTON	31.4				31.4	31.4					31.4	62.8
MEDFLD	WESTWD	468.2		47.9	37.9	554.0	49.1					49.1	517.3
MEDFLD	WEYMTH	71.8				71.8							71.8
MEDFLD	WHITMN	31.4				31.4							31.4
MEDFLD	WRENTM	51.5				51.5							51.5
MEDFLD	*	10014.6	1133.0	1093.9	417.4	12658.9	3272.1	78.5	15.7	63.6	816.4	4246.3	14260.9
MEDFRD	MEDFRD	26512.5	476.9	3612.9	4184.6	34786.9	12848.9	423.5		6585.4	3711.4	23569.2	50081.7
MEDFRD	MELROS	2045.1		36.8	81.1	2163.0	547.9					547.9	2593.0
MEDFRD	MIDLTN	35.2				35.2							35.2
MEDFRD	MILFRD						32.2					32.2	32.2
MEDFRD	MILTON			26.7		26.7	35.4					35.4	35.4
MEDFRD	N-ANDV				11.4	11.4	83.8					83.8	83.8
MEDFRD	N-DORC	368.3		47.4	38.9	454.6	321.2					321.2	689.5
MEDFRD	N-RDNG	281.9		11.4		293.3	167.4					167.4	449.3
MEDFRD	NAHANT	153.8				153.8	85.0					85.0	238.8
MEDFRD	NATICK	63.0				63.0							63.0
MEDFRD	NEEDHM	159.3			23.0	182.3	236.8					236.8	396.1
MEDFRD	NEWBPT	47.1				47.1							47.1
MEDFRD	NEWTON	717.3		23.7	57.4	798.4	418.2			85.0		503.2	1220.5
MEDFRD	NORWOD	182.4			22.8	205.2	75.6					75.6	258.0
MEDFRD	PEABDY	797.6		22.8	12.2	832.6	432.2					432.2	1229.8
MEDFRD	PEPREL				11.6	11.6							
MEDFRD	QUINCY	491.5			22.8	514.3	158.0					158.0	649.5
MEDFRD	RANDLP						107.8					107.8	107.8
MEDFRD	READNG	506.3		69.0		575.3	236.2					236.2	742.5
MEDFRD	REVERE	1903.4	17.6	22.9	69.6	2013.5	1019.3					1019.3	2922.7
MEDFRD	ROXBRY	357.5		23.4	47.4	428.3	182.6			44.1		226.7	584.2
MEDFRD	RSLNDL	123.1				123.1							123.1
MEDFRD	S-BSTN	1349.6		97.4	275.0	1722.0	347.0			88.9		435.9	1785.5
MEDFRD	S-DORC	192.3		11.4		203.7	40.9					40.9	233.2
MEDFRD	SALEM-	37.8		56.4		94.2	252.6					252.6	290.4
MEDFRD	SAUGUS	1042.1		22.8	24.4	1089.3	511.1					511.1	1553.2
MEDFRD	SCITUT	31.8				31.8	16.9					16.9	48.7
MEDFRD	SHARON						81.8					81.8	81.8
MEDFRD	SOMRVL	9070.9	184.8	774.9	628.6	10659.2	3631.0			2709.1		6340.1	15411.0
MEDFRD	STONHM	2129.6		104.5	61.0	2295.1	578.4					578.4	2708.0
MEDFRD	STOUTN	32.0				32.0							32.0
MEDFRD	SUDBRY	81.8				81.8							81.8
MEDFRD	SWMSCT	35.2		11.3		46.5							35.2
MEDFRD	TEWKSB	477.9		22.6		500.5	342.1					342.1	820.0
MEDFRD	TOPSFD	68.0				66.0							68.0
MEDFRD	W-ROXB	77.6		22.8		100.4							77.6
MEDFRD	WAKEFD	1201.0		46.0	33.9	1280.9	358.3					358.3	1559.3
MEDFRD	WALPOL	15.8				15.8							15.8
MEDFRD	WALTHM	1435.8		45.6	23.8	1505.2	463.2					463.2	1899.0
MEDFRD	WATRTN	1275.1		22.7	35.2	1333.0	512.3			85.0		597.3	1872.4
MEDFRD	WAYLND	83.8				83.8							83.8
MEDFRD	WELSLY			12.3		12.3							
MEDFRD	WENHAM						18.5					18.5	18.5
MEDFRD	WESFRD						161.7					161.7	161.7
MEDFRD	WESTON				12.3	12.3							
MEDFRD	WESTWD	69.2				69.2							69.2
MEDFRD	WEYMTH	107.7				107.7							107.7
MEDFRD	WILMTN	389.5				389.5	160.7					160.7	550.2
MEDFRD	WINCTR	2698.0	14.0	178.5	123.3	3013.8	1059.8			187.0		1246.8	3944.8
MEDFRD	WINTHP	690.9			57.0	747.9	116.5					116.5	807.4
MEDFRD	WOBURN	2296.9		10.8	46.5	2354.2	1375.4			62.3		1437.7	3734.6
MEDFRD	*	59635.6	693.3	5337.0	5903.8	71569.7	27016.7	423.5		9846.8	3711.4	40998.4	100634.0
MEDWAY	MEDWAY	3890.3	5.0	943.8	976.0	5815.1	1698.1			34.0	1938.0	3670.1	7560.4
MEDWAY	MILFRD	882.7		148.0	21.6	1052.3	367.6			32.2		399.8	1282.5
MEDWAY	MILLIS	677.2		110.8	65.7	853.7	152.1			51.1		203.2	880.4
MEDWAY	MILTON						72.2					72.2	72.2
MEDWAY	N-DORC	17.0				17.0							17.0
MEDWAY	NATICK	237.1				237.1	34.0					34.0	271.1
MEDWAY	NEEDHM	49.7				49.7	117.7					117.7	167.4
MEDWAY	NEWTON	68.0				68.0							68.0
MEDWAY	NORFLK	82.0			134.0	216.0	17.0					17.0	99.0
MEDWAY	NORWOD	105.2				105.2	47.7					47.7	152.9
MEDWAY	PLAINV			27.8		27.8							
MEDWAY	QUINCY	33.5		10.4		43.9	16.5					16.5	50.0
MEDWAY	ROXBRY				12.0	12.0							
MEDWAY	RSLNDL	85.0				85.0	68.0					68.0	153.0
MEDWAY	S-BSTN						34.0					34.0	34.0
MEDWAY	S-DORC	51.0				51.0							51.0
MEDWAY	SHARON						30.8					30.8	30.8
MEDWAY	SHERBN	15.8				15.8							15.8
MEDWAY	SUDBRY						15.0					15.0	15.0
MEDWAY	UXBRDG						50.5					50.5	50.5
MEDWAY	W-ROXB			27.8		27.8							
MEDWAY	WALPOL	180.2		40.3		220.5	63.2					63.2	243.4
MEDWAY	WALTHM	51.0		24.6		75.6	34.0					34.0	85.0
MEDWAY	WATRTN	85.0				85.0							85.0
MEDWAY	WAYLND	91.2				91.2							91.2

TABLE C-1 (continued)

FROM TOWN	TO TOWN	VEHICLES					PASSENGERS						TOTAL PERSONS
		AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	
MEDWAY	WELSLY	68.0			27.8	95.8	123.2					123.2	191.2
MEDWAY	WESTWD	50.1		12.0		62.1							50.1
MEDWAY	WRENTM	84.2		14.9		99.1	68.0					68.0	152.2
MEDWAY	*	6804.2	5.0	1360.4	1237.1	9406.7	3009.6			117.3	1938.0	5064.9	11869.1
MELROS	MELROS	17023.2	767.5	3076.1	823.5	21690.3	8445.9	197.2		127.2	255.6	9025.9	26049.1
MELROS	METHUN	94.2				94.2							94.2
MELROS	MIDLTN	148.0				148.0	105.6					105.6	253.6
MELROS	N-DORC	89.5				89.5							89.5
MELROS	N-RDNG	120.8			138.0	258.8	120.6					120.6	241.4
MELROS	NEEDHM	43.7				43.7							43.7
MELROS	NEWTON	172.2			11.7	183.9	141.3					141.3	313.5
MELROS	PEABDY	631.7				631.7	383.2					383.2	1014.9
MELROS	QUINCY	174.8				174.8							174.8
MELROS	READNG	826.3		11.2		837.5	340.2			36.8		377.0	1203.3
MELROS	REVERE	574.1		11.4	48.2	633.7	184.5					184.5	758.6
MELROS	ROCKPT	84.8				84.8							84.8
MELROS	ROWLEY	37.4				37.4							37.4
MELROS	ROXBRY	84.8				84.8							84.8
MELROS	S-BSTN	249.0		11.5	11.5	272.0	168.1					168.1	417.1
MELROS	SALEM-	90.8			35.2	126.0	94.2					94.2	185.0
MELROS	SAUGUS	3957.4	10.0	138.3	37.5	4143.2	1969.9					1969.9	5927.3
MELROS	SOMRVL	484.4		49.8	34.4	568.6	179.0			92.8		271.8	756.2
MELROS	STONHM	3084.7		254.8	83.9	3423.4	1976.0		71.2	41.1		2088.3	5173.0
MELROS	SWMSCT	255.5		23.9	23.0	302.4	182.5					182.5	438.0
MELROS	TEWKSB	142.4		22.6		165.0							142.4
MELROS	W-ROXB	235.2				235.2							235.2
MELROS	WAKEFD	3731.6	58.0	245.1	152.6	4187.3	1304.4	43.7		48.2	77.6	1473.9	5205.5
MELROS	WALPOL						94.2					94.2	94.2
MELROS	WALTHM	204.0				204.0	39.3					39.3	243.3
MELROS	WATRTN	120.5				120.5							120.5
MELROS	WELSLY				57.5	57.5							
MELROS	WILMTN	258.2				258.2	76.8					76.8	335.0
MELROS	WINCTR	232.4		11.7	20.8	264.9							232.4
MELROS	WINTHP	407.8				407.8	119.4					119.4	527.2
MELROS	WOBURN	479.4		25.4	35.0	539.8	384.4			86.2		470.6	950.0
MELROS	*	34038.8	835.5	3881.8	1512.8	40268.9	16309.5	240.9	71.2	432.3	333.2	17387.1	51425.9
MENDON	MENDON	846.6	1.0	58.3	135.2	1041.1	360.0				964.0	1324.0	2170.6
MENDON	MILFRD	1265.2	26.0	98.3	32.4	1421.9	776.0	30.0			30.0	836.0	2101.2
MENDON	NATICK	30.0				30.0							30.0
MENDON	NORBRG	31.1				31.1	75.0					75.0	106.1
MENDON	NORBRO			11.3		11.3							
MENDON	RANDLP				13.1	13.1							
MENDON	UPTON-	234.6				234.6	103.2				640.5	743.7	978.3
MENDON	UXBRDG	202.3		35.2	11.3	248.8	33.3					33.3	235.6
MENDON	WESTWD				13.1	13.1							
MENDON	WRENTM	30.0				30.0							30.0
MENDON	*	2639.8	27.0	203.1	205.1	3075.0	1347.5	30.0			1634.5	3012.0	5651.8
MERIMC	MERIMC	2658.3	10.0	84.0	419.6	3171.9	1128.3	70.8			504.4	1703.5	4361.8
MERIMC	METHUN	34.4				34.4	34.4					34.4	68.8
MERIMC	N-ANDV	100.8				100.8	211.0					211.0	311.8
MERIMC	NEWB--	35.4				35.4				18.8	147.1	165.9	201.3
MERIMC	NEWBPT	34.2		41.2		75.4							34.2
MERIMC	SALSBY	125.0			12.0	137.0	106.2					106.2	231.2
MERIMC	SAUGUS	17.7				17.7							17.7
MERIMC	SOMRVL						17.7					17.7	17.7
MERIMC	W-NBRY	102.4				102.4	170.4			17.7	761.1	949.2	1051.6
MERIMC	WESFRD	17.7				17.7							17.7
MERIMC	*	3125.9	10.0	125.2	431.6	3692.7	1668.0	70.8		36.5	1412.6	3187.9	6313.8
METHUN	METHUN	18988.3	248.2	5880.5	1360.4	26477.4	8514.4	117.8	101.0	180.4	4043.2	12956.8	31945.1
METHUN	MIDLTN	34.4				34.4	17.2					17.2	51.6
METHUN	N-ANDV	1429.9	25.0	135.3	96.0	1686.2	1056.7			17.2		1073.9	2503.8
METHUN	N-RDNG	150.9		12.1	13.5	176.5	186.4					186.4	337.3
METHUN	NEWB--	64.8			11.2	76.0							64.8
METHUN	NEWBPT	66.8				66.8							66.8
METHUN	NEWTON	34.4				34.4	34.4					34.4	68.8
METHUN	PEABDY	83.4			12.2	95.6	81.8					81.8	165.2
METHUN	QUINCY	34.8				34.8							34.8
METHUN	RANDLP			10.4		10.4							
METHUN	READNG	174.9		34.8	12.4	222.1	51.2				17.2	68.4	243.3
METHUN	ROWLEY				11.2	11.2							
METHUN	SALEM-	67.0			23.9	90.9	32.2					32.2	99.2
METHUN	SALSBY	94.8				94.8	60.0			62.8		122.8	217.6
METHUN	SAUGUS						34.0					34.0	34.0
METHUN	SOMRVL	200.8				200.8							200.8
METHUN	STONHM	60.1				60.1	42.9					42.9	103.0
METHUN	TEWKSB	206.9		10.5		217.4	67.6					67.6	274.5
METHUN	WAKEFD	18.5			11.8	30.3							18.5
METHUN	WALPOL	15.4				15.4							15.4
METHUN	WALTHM	34.8				34.8							34.8
METHUN	WATRTN	109.9				109.9	76.9					76.9	186.8
METHUN	WESFRD	17.2			11.2	28.4							17.2
METHUN	WILMTN	363.4			12.1	375.5	113.8					113.8	477.2
METHUN	WOBURN	155.0				155.0	34.4					34.4	189.4
METHUN	*	22406.4	273.2	6083.6	1575.9	30339.1	10403.9	117.8	101.0	260.4	4060.4	14943.5	37349.9
MIDLTN	MIDLTN	1890.1	16.0	334.0	160.5	2400.6	427.3	17.6			580.8	1025.7	2915.8
MIDLTN	N-ANDV	35.1				35.1	53.1					53.1	88.2
MIDLTN	N-RDNG	200.0		12.4		212.4	66.4					66.4	266.4
MIDLTN	NAHANT						70.0					70.0	70.0
MIDLTN	NEWBPT	38.1			11.9	50.0							38.1
MIDLTN	NEWTON	35.2				35.2							35.2
MIDLTN	PEABDY	925.9		32.0	48.5	1006.4	352.3					352.3	1278.2
MIDLTN	REVERE	35.2				35.2	76.2					76.2	111.4
MIDLTN	ROXBRY	44.8				44.8							44.8
MIDLTN	S-BSTN				24.0	24.0							
MIDLTN	SALEM-	435.9				435.9	392.9					392.9	828.8
MIDLTN	SAUGUS	190.7				190.7	128.4					128.4	319.1
MIDLTN	SWMSCT	35.2			22.6	57.8							35.2
MIDLTN	TOPSFD	67.5				67.5	70.4					70.4	137.9
MIDLTN	W-NBRY	63.2				63.2	63.2					63.2	126.4
MIDLTN	WAKEFD	17.6				17.6	17.6					17.6	35.2
MIDLTN	WINCTR	16.4				16.4							16.4
MIDLTN	*	4030.9	16.0	378.4	267.5	4692.8	1717.8	17.6			580.8	2316.2	6347.1
MILFRD	MILFRD	19006.0	1056.0	1764.2	1434.5	23260.7	8751.2	427.0	16.1	116.2	1248.8	10559.3	29565.3
MILFRD	MILLIS	218.1		11.2		229.3	64.4					64.4	282.5
MILFRD	MILLVL	34.4				34.4					120.0	120.0	154.4
MILFRD	MILTON	17.6				17.6							17.6
MILFRD	NATICK	384.1				384.1	81.3					81.3	465.4

TABLE C-1 (continued)

FROM	TO	VEHICLES					PASSENGERS						TOTAL
TOWN	TOWN	AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	PERSONS
MILFRD	NEEDHM	31.1				31.1							31.1
MILFRD	NEWTON	31.9				31.9	80.5					80.5	112.4
MILFRD	NORBRG	337.3		24.4	23.8	385.5	418.6				64.4	483.0	820.3
MILFRD	NORBRO			11.3		11.3							
MILFRD	NORWOD	74.6				74.6	15.0					15.0	89.6
MILFRD	PLAINV	32.2				32.2							32.2
MILFRD	QUINCY			10.4	10.8	21.2	88.0					88.0	88.0
MILFRD	ROXBRY						64.4					64.4	64.4
MILFRD	S-BSTN				10.8	10.8							
MILFRD	SHARON	47.4				47.4							47.4
MILFRD	SHERBN	31.6		21.6		53.2							31.6
MILFRD	SOUTHB	96.2				96.2	63.6					63.6	159.8
MILFRD	STOUTN	32.4				32.4	32.4					32.4	64.8
MILFRD	SUDBRY	64.4				64.4							64.4
MILFRD	SWMSCT	41.2				41.2							41.2
MILFRD	UPTON-	683.3		100.4		783.7	158.0					158.0	841.3
MILFRD	UXBRDG	325.9		10.8	24.4	361.1	128.2					128.2	454.1
MILFRD	W-BWTR			10.8		10.8							
MILFRD	W-ROXB	64.4				64.4							64.4
MILFRD	WALPOL	122.5			23.4	145.9							122.5
MILFRD	WALTHM	150.2				150.2							150.2
MILFRD	WATRTN	62.2				62.2	32.2					32.2	94.4
MILFRD	WAYLND	33.0				33.0	32.2					32.2	65.2
MILFRD	WELSLY	97.0			11.0	108.0							97.0
MILFRD	WESBRO	142.7		21.6		164.3	33.0				99.0	132.0	274.7
MILFRD	WESTWD	32.5		12.0	10.4	54.9							32.5
MILFRD	WOBURN						32.2					32.2	32.2
MILFRD	WRENTM	96.7		23.6		120.3	32.2					32.2	128.9
MILFRD	*	22290.9	1056.0	2022.3	1549.1	26918.3	10107.4	427.0	16.1	116.2	1532.2	12198.9	34489.8
MILLIS	MILLIS	2684.0	42.0	815.1	49.2	3590.3	630.7				1573.2	2203.9	4887.9
MILLIS	N-DORC	16.1				16.1				17.5		17.5	33.6
MILLIS	NATICK	389.3		35.2		424.5	82.7					82.7	472.0
MILLIS	NEEDHM	171.0			33.6	204.6	34.2					34.2	205.2
MILLIS	NEWTON	76.7				76.7	68.4					68.4	145.1
MILLIS	NORFLK	328.5	4.0	23.6		356.1	112.0	32.0	32.0			176.0	504.5
MILLIS	NORWOD	134.2				134.2							134.2
MILLIS	ROCKLD	16.5				16.5							16.5
MILLIS	S-BSTN				24.8	24.8							
MILLIS	SHARON	31.8				31.8							31.8
MILLIS	SHERBN	32.9			112.0	144.9							32.9
MILLIS	STOUTN	16.2				16.2							16.2
MILLIS	WALPOL	226.7		11.7		238.4	34.2					34.2	260.9
MILLIS	WALTHM	49.9		12.6		62.5							49.9
MILLIS	WATRTN	68.4				68.4							68.4
MILLIS	WAYLND	34.2		14.9		49.1							34.2
MILLIS	WELSLY	102.6		11.2		113.8							102.6
MILLIS	WESTWD	51.3			89.6	140.9	17.1					17.1	68.4
MILLIS	WEYMTH	34.2				34.2							34.2
MILLIS	WOBURN	34.2				34.2							34.2
MILLIS	WRENTM		2.0			2.0							
MILLIS	*	4498.7	48.0	924.3	309.2	5780.2	979.3	32.0	32.0	17.5	1573.2	2634.0	7132.7
MILLVL	MILLVL	1408.0		76.8		1484.8	622.6				45.0	667.6	2075.6
MILLVL	MILTON				21.8	21.8							
MILLVL	NORBRG	150.0				150.0	200.5					200.5	350.5
MILLVL	UXBRDG	500.9		47.2		548.1	266.9					266.9	767.8
MILLVL	WATRTN	15.0				15.0							15.0
MILLVL	WELSLY	15.0				15.0							15.0
MILLVL	*	2088.9		124.0	21.8	2234.7	1090.0				45.0	1135.0	3223.9
MILTON	MILTON	13524.4	381.4	3146.6	566.1	17618.5	4338.6			745.0	2552.2	7635.8	21160.2
MILTON	N-ANDV	16.8				16.8							16.8
MILTON	N-DORC	2664.4	56.0	36.9	88.0	2845.3	563.4	180.8		497.9		1242.1	3906.5
MILTON	NATICK	63.4				63.4	31.6					31.6	95.0
MILTON	NEEDHM	357.5				357.5	109.6			34.2		143.8	501.3
MILTON	NEWBPT	31.4				31.4							31.4
MILTON	NEWTON	301.1		11.0	12.0	324.1	335.2					335.2	636.3
MILTON	NORFLK			27.0		27.0							
MILTON	NORWEL	18.7				18.7							18.7
MILTON	NORWOD	309.0		64.4		373.4	75.2			70.6		145.8	454.8
MILTON	PEMBRK	51.9		40.5		92.4	35.2					35.2	87.1
MILTON	QUINCY	8557.8	163.5	306.2	551.1	9578.6	2998.8			73.0	70.8	3142.6	11700.4
MILTON	RANDLP	1232.9	11.6	65.0	12.0	1321.5	601.8	35.6				637.4	1870.3
MILTON	ROCKLD	188.3				188.3	65.2					65.2	253.5
MILTON	ROXBRY	753.2	8.0	25.0	36.4	822.6	75.2			37.2		112.4	865.6
MILTON	RSLNDL	453.3	11.1	64.4		528.8	412.8			37.2		450.0	903.3
MILTON	S-BSTN	1397.2	19.1	39.4	27.0	1482.7	37.6			233.8		271.4	1668.6
MILTON	S-DORC	3836.0	96.0	216.2	88.9	4237.1	1242.0	84.4		2259.5		3585.9	7421.9
MILTON	SALSBY	39.3				39.3							39.3
MILTON	SCITUT	202.6				202.6	31.8				31.8	63.6	266.2
MILTON	SHARON	47.7		10.6	13.5	71.8	31.9					31.9	79.6
MILTON	SOMRVL	108.4		13.5	20.8	142.7	70.8					70.8	179.2
MILTON	STOUTN	586.2		12.0	23.4	621.6	169.0			103.6		272.6	858.8
MILTON	W-ROXB	484.7		48.0	27.0	559.7	166.5			75.2		241.7	726.4
MILTON	WAKEFD	37.6				37.6							37.6
MILTON	WALPOL	151.3				151.3							151.3
MILTON	WALTHM	80.8	8.0		23.6	112.4	36.3					36.3	117.1
MILTON	WATRTN	75.0				75.0	36.3					36.3	111.3
MILTON	WELSLY	17.5		13.5		31.0							17.5
MILTON	WESTON	75.2				75.2	80.8					80.8	156.0
MILTON	WESTWD	37.6		50.4		88.0							37.6
MILTON	WEYMTH	457.7		35.6	23.2	516.5	146.4					146.4	604.1
MILTON	WINCTR	74.4				74.4							74.4
MILTON	WRENTM	75.2				75.2							75.2
MILTON	*	36308.5	754.7	4226.2	1513.0	42802.4	11692.0	300.8		4167.2	2654.8	18814.8	55123.3
N-ANDV	N-ANDV	8940.2	234.0	974.8	488.3	10637.3	3440.6	31.6			1048.4	4520.6	13460.8
N-ANDV	N-RDNG	147.3		12.1		159.4	71.0					71.0	218.3
N-ANDV	NEEDHM	66.4				66.4							66.4
N-ANDV	NEWB--	47.4				47.4	30.0					30.0	77.4
N-ANDV	NEWBPT	223.4				223.4	451.6					451.6	675.0
N-ANDV	NEWTON	15.7				15.7							15.7
N-ANDV	PEABDY	327.0			14.1	341.1	118.4					118.4	445.4
N-ANDV	READNG	53.7				53.7	159.2					159.2	212.9
N-ANDV	REVERE				12.4	12.4							
N-ANDV	ROCKPT	16.2				16.2							16.2
N-ANDV	ROWLEY				25.4	25.4	74.0					74.0	74.0
N-ANDV	SALEM-	16.2		10.4	12.2	38.8							16.2
N-ANDV	SALSBY	65.0				65.0	161.8					161.8	226.8
N-ANDV	SAUGUS	94.8	5.0			99.8							94.8
N-ANDV	SOMRVL						89.0					89.0	89.0

TABLE C-1 (continued)

FROM	TO	VEHICLES					PASSENGERS						TOTAL
TOWN	TOWN	AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	PERSONS
N-ANDV	STONHM	81.0				81.0							81.0
N-ANDV	SWMSCT	41.2				41.2							41.2
N-ANDV	TEWKSB	124.4				124.4	123.0				30.4	153.4	277.8
N-ANDV	TOPSFD	28.5				28.5							28.5
N-ANDV	TYNGSB	32.6				32.6							32.6
N-ANDV	W-NBRY	189.6				189.6	31.6					31.6	221.2
N-ANDV	WAKEFD						153.4					153.4	153.4
N-ANDV	WALTHM	15.8				15.8							15.8
N-ANDV	WATRTN	15.7				15.7							15.7
N-ANDV	WENHAM	31.6				31.6							31.6
N-ANDV	WILMTN	323.9				323.9	67.4					67.4	391.3
N-ANDV	WINCTR	77.8				77.8	77.8					77.8	155.6
N-ANDV	WINTHP	77.2				77.2							77.2
N-ANDV	WOBURN	116.9				116.9	47.4					47.4	164.3
N-ANDV	*	11169.5	239.0	997.3	552.4	12958.2	5096.2	31.6			1079.8	6206.6	17376.1
N-DORC	N-DORC	17074.5	1809.3	4473.0	2663.6	26020.4	7030.2	648.0	43.6	8376.3	174.4	16272.5	33347.0
N-DORC	NATICK	141.9		12.0		153.9	113.2					113.2	255.1
N-DORC	NEEDHM	593.7			37.2	630.9	208.4			43.6		252.0	845.7
N-DORC	NEWTON	777.3	33.3	22.2	96.1	928.9	392.6			315.9		708.5	1485.8
N-DORC	NORWEL	124.7				124.7	31.2					31.2	155.9
N-DORC	NORWOD	223.3			12.0	235.3	159.8					159.8	383.1
N-DORC	PEABDY	101.0				101.0	39.0					39.0	140.0
N-DORC	PEMBRK	52.8				52.8							52.8
N-DORC	QUINCY	7553.8	114.0	177.2	237.2	8082.2	3125.3			4077.8		7203.1	14756.9
N-DORC	RANDLP	745.5		26.2	12.5	784.2	229.6			35.6		265.2	1010.7
N-DORC	REVERE	331.9				331.9	125.7			253.2		378.9	710.8
N-DORC	ROCKLD	244.7				244.7	64.4		34.6			99.0	343.7
N-DORC	ROXBRY	7893.2	1209.9	741.9	868.8	10713.8	2505.6	573.5		10189.4	100.8	13369.3	21262.5
N-DORC	RSLNDL	1511.3	99.9	48.8	153.8	1813.8	525.4	117.3		200.8		843.5	2354.8
N-DORC	S-BSTN	7449.2	543.9	528.6	735.2	9256.9	3365.7	223.0		9592.0	946.0	14126.7	21575.9
N-DORC	S-DORC	11236.3	589.3	1181.5	598.6	13605.7	6439.7	424.7		11397.4	73.4	18335.2	29571.5
N-DORC	SAUGUS	78.3		22.8		101.1	40.8					40.8	119.1
N-DORC	SCITUT	67.6				67.6							67.6
N-DORC	SHARON	112.4		24.0		136.4							112.4
N-DORC	SOMRVL	924.4		39.8	61.2	1025.4	219.2			247.3		466.5	1390.9
N-DORC	STONHM				22.6	22.6							
N-DORC	STOUTN	239.8		11.6	79.8	331.2	174.8					174.8	414.6
N-DORC	SUDBRY	32.8				32.8	32.0					32.0	64.8
N-DORC	SWMSCT	123.6				123.6							123.6
N-DORC	TEWKSB	30.8				30.8							30.8
N-DORC	W-ROXB	925.4	22.2	72.0	10.4	1030.0	898.3			312.8		1211.1	2136.5
N-DORC	WALPOL	15.4				15.4							15.4
N-DORC	WALTHM	308.1			46.4	354.5	420.5					420.5	728.6
N-DORC	WATRTN	528.8		12.0	11.6	552.4	344.8					344.8	873.6
N-DORC	WELSLY	256.8				256.8	158.8					158.8	415.6
N-DORC	WESTON	78.2		13.4		91.6							78.2
N-DORC	WESTWD	224.7		12.0		236.7	41.3					41.3	266.0
N-DORC	WEYMTH	1547.3		12.0	58.4	1617.7	632.4			728.3		1360.7	2908.0
N-DORC	WHITMN				11.6	11.6							
N-DORC	WILMTN	17.2				17.2	68.8					68.8	86.0
N-DORC	WINCTR	271.0			24.0	295.0	48.3			48.3		96.6	367.6
N-DORC	WINTHP	235.8				235.8	46.6					46.6	282.4
N-DORC	WOBURN			39.0	14.5	53.5							
N-DORC	WRENTM	33.0				33.0							33.0
N-DORC	*	62106.5	4421.8	7470.0	5755.5	79753.8	27482.4	1986.5	78.2	45818.7	1294.6	76660.4	138766.9
N-RDNG	N-RDNG	6196.5	108.0	1681.7	592.8	8579.0	3104.2	66.0	79.2		4087.2	7336.6	13533.1
N-RDNG	NAHANT	32.8				32.8	32.8					32.8	65.6
N-RDNG	NATICK										32.8	32.8	32.8
N-RDNG	NEEDHM	99.2				99.2							99.2
N-RDNG	NEWTON	16.4				16.4							16.4
N-RDNG	PEABDY	142.4	8.0			150.4	50.4					50.4	192.8
N-RDNG	QUINCY				11.0	11.0							
N-RDNG	READNG	2601.7		150.1	50.0	2801.8	869.2			50.4		919.6	3521.3
N-RDNG	REVERE	67.2				67.2	33.6					33.6	100.8
N-RDNG	ROXBRY			15.6		15.6							
N-RDNG	S-BSTN	100.0			27.9	127.9							100.0
N-RDNG	SALEM-	187.2		23.6		210.8							187.2
N-RDNG	SAUGUS	170.0				170.0	32.8					32.8	202.8
N-RDNG	SOMRVL	132.8				132.8	65.6					65.6	198.4
N-RDNG	STONHM	477.6	16.0			493.6	277.6					277.6	755.2
N-RDNG	SWMSCT						49.2					49.2	49.2
N-RDNG	TEWKSB	19.2			12.4	31.6							19.2
N-RDNG	W-NBRY	15.8				15.8							15.8
N-RDNG	WAKEFD	984.3		23.7		1008.0	344.5					344.5	1328.8
N-RDNG	WALTHM	17.2			12.3	29.5	32.8					32.8	50.0
N-RDNG	WATRTN	83.2		15.6		98.8							83.2
N-RDNG	WESFRD	33.6		11.2		44.8							33.6
N-RDNG	WESTON	33.6				33.6							33.6
N-RDNG	WILMTN	661.8	23.4	42.9	60.4	788.5	102.4					102.4	764.2
N-RDNG	WINCTR	164.7				164.7	33.6					33.6	198.3
N-RDNG	WINTHP	16.3				16.3							16.3
N-RDNG	WOBURN	300.5		15.6	13.6	329.7	116.4					116.4	416.9
N-RDNG	*	12554.0	155.4	1980.0	780.4	15469.8	5145.1	66.0	79.2	50.4	4120.0	9460.7	22014.7
NAHANT	NAHANT	630.0	35.2	768.3	117.7	1551.2	560.0			35.0		595.0	1225.0
NAHANT	PEABDY	257.3		48.8		306.1	210.0					210.0	467.3
NAHANT	QUINCY			10.4		10.4							
NAHANT	REVERE	179.9				179.9	235.3					235.3	415.2
NAHANT	S-BSTN	70.0				70.0							70.0
NAHANT	SALEM-			12.4		12.4	39.9					39.9	39.9
NAHANT	SAUGUS	255.0	9.2			264.2							255.0
NAHANT	SOMRVL	105.0		13.4		118.4							105.0
NAHANT	STONHM	51.0				51.0							51.0
NAHANT	SWMSCT			37.2	12.4	49.6			38.1			38.1	38.1
NAHANT	WAKEFD	70.0		11.3		81.3							70.0
NAHANT	WEYMTH	35.9		20.8		56.7							35.9
NAHANT	WOBURN	43.9				43.9							43.9
NAHANT	*	1698.0	44.4	922.6	130.1	2795.1	1045.2		38.1	35.0		1118.3	2816.3
NATICK	NATICK	28397.0	1076.0	3546.7	789.0	33808.7	12689.1	439.8	39.9	209.5	4544.9	17923.2	46320.2
NATICK	NEEDHM	1882.8		118.1	11.4	2012.3	368.6					368.6	2251.4
NATICK	NEWTON	2796.5	16.0		175.4	2987.9	1380.5			265.7		1646.2	4442.7
NATICK	NORBRG	32.2				32.2	47.9					47.9	80.1
NATICK	NORBRD						31.6					31.6	31.6
NATICK	NORFLK	48.0				48.0	48.0					48.0	96.0
NATICK	NORWOD	279.0			11.2	290.2	125.8					125.8	404.8
NATICK	PEABDY	63.0			11.7	74.7							63.0
NATICK	PEPREL	32.0				32.0	64.0					64.0	96.0
NATICK	QUINCY	152.6		10.4	12.4	175.4							152.6
NATICK	RANDLP	103.2				103.2							103.2
NATICK	REVERE	15.7				15.7							15.7

TABLE C-1 (continued)

FROM TOWN	TO TOWN	VEHICLES AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	PASSENGERS AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	TOTAL PERSONS
NATICK	ROXBRY	51.3				51.3	94.8					94.8	146.1
NATICK	RSLNDL	90.9				90.9							90.9
NATICK	S-BSTN	220.5		11.3	23.3	255.1	31.7					31.7	252.2
NATICK	S-DORC	15.7				15.7							15.7
NATICK	SCITUT	49.7				49.7							49.7
NATICK	SHARON	71.2				71.2	32.2					32.2	103.4
NATICK	SHERBN	656.2		56.9	89.4	802.5	98.2					98.2	754.4
NATICK	SHIRLY						35.0					35.0	35.0
NATICK	SOMRVL	192.9			59.7	252.6	15.7					15.7	208.6
NATICK	SOUTHB	339.0				339.0	199.5					199.5	538.5
NATICK	STONHM						32.0					32.0	32.0
NATICK	STOUTN	48.1				48.1	32.4					32.4	80.5
NATICK	STOW--	77.5				77.5	31.0					31.0	108.5
NATICK	SUDBRY	571.5		24.0	71.6	667.1	142.8					142.8	714.3
NATICK	TEWKSB	82.8				82.8							82.8
NATICK	UPTON-	18.3				18.3							18.3
NATICK	UXBRDG	16.5				16.5							16.5
NATICK	W-BWTR	15.2				15.2							15.2
NATICK	W-NBRY	15.8				15.8							15.8
NATICK	W-ROXB	203.4		11.1		214.5	125.8					125.8	329.2
NATICK	WAKEFD	31.4				31.4							31.4
NATICK	WALPOL	114.4				114.4	48.0					48.0	162.4
NATICK	WALTHM	1898.9		12.6	47.9	1959.4	859.5					859.5	2758.4
NATICK	WATRTN	436.4				436.4	194.9					194.9	631.3
NATICK	WAYLND	3572.1	88.0	280.9	80.6	4021.6	1293.5				68.2	1361.7	4933.8
NATICK	WELSLY	5353.2	16.0	401.2	193.1	5963.5	2166.1		39.9	318.9		2524.9	7878.1
NATICK	WESBRD	161.6		51.2	22.6	235.4	32.0					32.0	193.6
NATICK	WESFRD	16.2				16.2	15.8					15.8	32.0
NATICK	WESTON	862.9	4.0	13.4	34.7	915.0	304.2			117.3	39.1	460.6	1323.5
NATICK	WESTWD	34.6		22.6		57.2	34.6					34.6	69.2
NATICK	WHITMN	34.6				34.6							34.6
NATICK	WILMTN	31.4				31.4							31.4
NATICK	WINCTR	38.9				38.9							38.9
NATICK	WOBURN	269.1			13.4	282.5							269.1
NATICK	WRENTM	32.6				32.6							32.6
NATICK	*	49426.8	1200.0	4560.4	1647.4	56834.6	20575.2	439.8	79.8	911.4	4652.2	26658.4	76085.2
NEEDHM	NEEDHM	30363.0	420.0	4001.6	1168.1	35952.7	13713.8	312.9	274.4	210.6	3020.5	17532.2	47895.2
NEEDHM	NEWTON	6477.1	68.4	788.5	523.0	7857.0	2897.2			477.9		3375.1	9852.2
NEEDHM	NORBRO	16.0				16.0							16.0
NEEDHM	NORWEL	37.4				37.4							37.4
NEEDHM	NORWOD	824.0		24.6	12.2	860.8	325.7					325.7	1149.7
NEEDHM	PEABDY	96.4				96.4							96.4
NEEDHM	QUINCY	530.4		26.0	24.4	580.8	350.4					350.4	880.8
NEEDHM	RANDLP	71.2				71.2							71.2
NEEDHM	READNG	73.6		12.6	12.0	98.2							73.6
NEEDHM	ROCKLD	130.3				130.3							130.3
NEEDHM	ROXBRY	603.7		35.6	12.0	651.3	246.4			68.6		315.0	918.7
NEEDHM	RSLNDL	287.1		37.2	24.9	349.2	71.0					71.0	358.1
NEEDHM	S-BSTN	199.7		20.8	60.6	281.1				176.2		176.2	375.9
NEEDHM	S-DORC	219.0		24.0		243.0							219.0
NEEDHM	SALEM-	91.8				91.8							91.8
NEEDHM	SAUGUS	110.0				110.0							110.0
NEEDHM	SCITUT	31.8				31.8							31.8
NEEDHM	SHARON	144.9			12.6	157.5	32.2					32.2	177.1
NEEDHM	SHERBN	95.6		11.3		106.9	15.8					15.8	111.4
NEEDHM	SOMRVL	232.7			26.0	258.7	166.6					166.6	399.3
NEEDHM	SOUTHB	61.8				61.8							61.8
NEEDHM	STOUTN	152.8		22.6		175.4	48.2					48.2	201.0
NEEDHM	STOW--	15.5				15.5							15.5
NEEDHM	SUDBRY	96.6		26.2		122.8							96.6
NEEDHM	SWMSCT						82.4					82.4	82.4
NEEDHM	TEWKSB	16.0				16.0							16.0
NEEDHM	TYNGSB						30.0					30.0	30.0
NEEDHM	UPTON-	18.3				18.3							18.3
NEEDHM	UXBRDG	17.1				17.1							17.1
NEEDHM	W-BWTR	15.2				15.2							15.2
NEEDHM	W-ROXB	1185.6		61.7		1247.3	145.3	38.8		103.0		287.1	1472.7
NEEDHM	WAKEFD	34.3				34.3							34.3
NEEDHM	WALPOL	305.0				305.0	143.8					143.8	448.8
NEEDHM	WALTHM	1773.1		137.3	273.5	2183.9	246.2			75.0		321.2	2094.3
NEEDHM	WATRTN	915.5		83.2	107.4	1106.1	351.1			160.6		511.7	1427.2
NEEDHM	WAYLND	225.0		25.2		250.2							225.0
NEEDHM	WELSLY	3252.1	48.0	491.3	140.8	3932.2	688.2	34.8				723.0	3975.1
NEEDHM	WESBRD				25.2	25.2							
NEEDHM	WESTON	260.2		12.6	23.1	295.9	119.8					119.8	380.0
NEEDHM	WESTWD	534.2			12.6	546.8	69.2				68.6	137.8	672.0
NEEDHM	WEYMTH	340.0				340.0	38.5					38.5	378.5
NEEDHM	WHITMN	55.9			11.1	67.0	34.6					34.6	90.5
NEEDHM	WILMTN			26.8	12.6	39.4							
NEEDHM	WINCTR	215.0		12.6		227.6							215.0
NEEDHM	WINTHP								16.4			16.4	16.4
NEEDHM	WOBURN	161.7			13.4	175.1	137.2					137.2	298.9
NEEDHM	*	50286.6	536.4	5881.7	2495.5	59200.2	19953.6	386.5	290.8	1271.9	3089.1	24991.9	75278.5
NEWB--	NEWB--	1318.8		180.7	47.2	1546.7	341.2				655.6	996.8	2315.6
NEWB--	NEWBPT	3028.9	90.0	92.1	63.5	3274.5	1193.6				325.6	1519.2	4548.1
NEWB--	PEABDY	45.0			30.4	75.4	90.0					90.0	135.0
NEWB--	READNG						73.6					73.6	73.6
NEWB--	REVERE	16.6				16.6							16.6
NEWB--	ROWLEY	99.9		52.0		151.9	60.0					60.0	159.9
NEWB--	ROXBRY			24.4		24.4							
NEWB--	S-BSTN	16.7				16.7							16.7
NEWB--	SALEM-			11.8	15.6	27.4							
NEWB--	SALSBY	246.5		37.1		283.6	61.6					61.6	308.1
NEWB--	SAUGUS	15.0				15.0	15.0					15.0	30.0
NEWB--	STONHM	45.1				45.1	45.1					45.1	90.2
NEWB--	W-NBRY	109.8			14.0	123.8							109.8
NEWB--	*	4942.3	90.0	398.1	170.7	5601.1	1880.1				981.2	2861.3	7803.6
NEWBPT	NEWBPT	16397.3	1027.5	2604.6	653.5	20682.9	4974.1	355.0	50.7	31.4	1583.2	6994.4	23391.7
NEWBPT	NEWTON	31.4				31.4	15.7					15.7	47.1
NEWBPT	PEABDY	318.7		24.4		343.1	65.2					65.2	383.9
NEWBPT	READNG	15.2				15.2							15.2
NEWBPT	REVERE	122.4		23.8		146.2					72.0	72.0	194.4
NEWBPT	ROWLEY	602.2			62.8	665.0	388.8				447.2	836.0	1438.2
NEWBPT	S-BSTN	35.8				35.8							35.8
NEWBPT	SALEM-	167.9			22.6	190.5	65.2			46.4		111.6	279.5
NEWBPT	SALSBY	2664.5	15.0	238.2	156.8	3074.5	1449.0				268.6	1717.6	4382.1
NEWBPT	SAUGUS	48.1				48.1	16.9					16.9	65.0
NEWBPT	SUDBRY			23.4		23.4							
NEWBPT	SWMSCT										33.4	33.4	33.4
NEWBPT	TEWKSB						30.4					30.4	30.4

TABLE C-1 (continued)

FROM TOWN	TO TOWN	VEHICLES AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	PASSENGERS AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	TOTAL PERSONS
NEWBPT	TOPSFD	130.3		24.0	15.5	169.8	34.0					34.0	164.3
NEWBPT	W-NBRY	394.9	15.0	67.0	25.8	502.7	206.7					206.7	601.6
NEWBPT	WAKEFD	113.0				113.0							113.0
NEWBPT	WATRTN	33.8				33.8	31.4					31.4	65.2
NEWBPT	WENHAM						15.7					15.7	15.7
NEWBPT	WILMTN						33.4					33.4	33.4
NEWBPT	WOBURN	15.7				15.7	15.7					15.7	31.4
NEWBPT	*	21091.2	1057.5	3005.4	937.0	26091.1	7342.2	355.0	50.7	77.8	2404.4	10230.1	31321.3
NEWTON	NEWTON	81929.9	3451.8	13530.6	6588.0	105500.3	34413.0	963.3	72.4	7287.8	3820.3	46556.8	128486.7
NEWTON	NORBRO	123.4				123.4	16.0					16.0	139.4
NEWTON	NORFLK	35.0				35.0							35.0
NEWTON	NORWOD	1224.7		12.6	70.9	1308.2	454.6					454.6	1679.3
NEWTON	PEABDY	76.8			24.4	101.2							76.8
NEWTON	PEMBRK	35.2				35.2							35.2
NEWTON	PLAINV	35.6				35.6							35.6
NEWTON	QUINCY	1580.1		22.8	23.1	1626.0	276.9					276.9	1857.0
NEWTON	RANDLP	222.0		39.3		261.3	71.2					71.2	293.2
NEWTON	READNG	86.6			25.1	111.7							86.6
NEWTON	REVERE	315.3		13.0		328.3	63.8			41.9		125.7	441.0
NEWTON	ROCKLD	70.0				70.0							70.0
NEWTON	ROXBRY	1493.3	21.1	48.0	11.7	1574.1	290.8			120.4		411.2	1904.5
NEWTON	RSLNDL	857.7	11.1	11.7		880.5	277.0					277.0	1134.7
NEWTON	S-BSTN	1586.5		109.2	117.9	1813.6	261.5			228.8		490.3	2076.8
NEWTON	S-DORC	543.4		12.6	23.4	579.4	114.1			148.4		262.5	805.9
NEWTON	SALEM-	242.7				242.7							242.7
NEWTON	SALSBY				15.5	15.5							
NEWTON	SAUGUS	215.7				215.7							215.7
NEWTON	SCITUT	192.3				192.3							192.3
NEWTON	SHARON	127.0				127.0	63.8					63.8	190.8
NEWTON	SHERBN	47.4				47.4	17.5					17.5	64.9
NEWTON	SHIRLY			31.2		31.2							
NEWTON	SOMRVL	1537.1		64.0	80.4	1681.5	665.1					685.1	2222.2
NEWTON	SOUTHB	78.0				78.0	162.9					162.9	240.9
NEWTON	STONHM	159.9				159.9							159.9
NEWTON	STOUTN	204.6			24.0	228.6	32.4					32.4	237.0
NEWTON	STOW--	46.5				46.5	15.5					15.5	62.0
NEWTON	SUDBRY	410.7	20.4			431.1	131.2					131.2	541.9
NEWTON	SWMSCT			11.7		11.7							
NEWTON	TEWKSB	165.4				165.4	91.3					91.3	256.7
NEWTON	TOPSFD	17.0				17.0							17.0
NEWTON	TYNGSB				11.7	11.7							
NEWTON	W-NBRY	31.6				31.6	63.2					63.2	94.8
NEWTON	W-ROXB	2316.8		37.5	34.5	2388.8	1406.0	74.0				1480.0	3796.8
NEWTON	WAKEFD	439.4			11.7	451.1	36.2					36.2	475.6
NEWTON	WALPOL	64.7			68.4	133.1	31.6					31.6	96.3
NEWTON	WALTHM	15378.0	317.9	841.9	608.7	17146.5	5788.0	108.6		2047.6		7944.2	23322.2
NEWTON	WATRTN	9758.6	311.9	679.2	453.3	11203.0	3507.3			975.2		4482.5	14241.1
NEWTON	WAYLND	1388.1		63.3	24.0	1475.4	481.0					481.0	1869.1
NEWTON	WELSLY	9388.9	132.6	589.3	240.0	10350.8	3187.5	57.9		338.9		3584.3	12973.2
NEWTON	WESBRO	33.0				33.0							33.0
NEWTON	WESFRO	66.6				66.6							66.6
NEWTON	WESTON	2238.6	20.4	115.0	548.9	2922.9	963.1				124.6	1087.7	3326.3
NEWTON	WESTWO	429.1		12.4	22.8	464.3	130.4					130.4	559.5
NEWTON	WEYMTH	314.5				314.5	37.3					37.3	351.8
NEWTON	WHITMN	35.0				35.0							35.0
NEWTON	WILMTN	180.6	11.7	14.3	12.6	219.2							180.6
NEWTON	WINCTR	416.1				416.1	179.8					179.8	595.9
NEWTON	WINTHP	139.9			13.4	153.3							139.9
NEWTON	WOBURN	544.0		73.0	163.8	780.8	144.4					144.4	688.4
NEWTON	WRENTM	42.9				42.9							42.9
NEWTON	*	136866.2	4298.9	16332.6	9218.2	166715.9	53414.4	1203.8	72.4	11189.0	3944.9	69824.5	206690.7
NORBRG	NORBRG	13732.3	107.0	2726.4	840.5	17406.2	7468.0	193.2	86.4	111.9	2226.4	10085.9	23818.2
NORBRG	NORBRO	64.4				64.4	32.2					32.2	96.6
NORBRG	ROCKLD	32.2				32.2							32.2
NORBRG	S-BSTN				10.4	10.4							
NORBRG	SWMSCT	15.7				15.7							15.7
NORBRG	UPTON-	230.1	28.0	51.2		309.3	301.4				36.6	338.0	568.1
NORBRG	UXBRDG	4397.5	32.0	113.6	25.6	4568.7	2188.5	65.2	16.1	32.2	49.5	2351.5	6749.0
NORBRG	WAYLND	32.2				32.2							32.2
NORBRG	WINCTR				10.4	10.4							
NORBRG	WRENTM	19.2				19.2							19.2
NORBRG	*	18523.6	167.0	2891.2	886.9	22468.7	9990.1	258.4	102.5	144.1	2312.5	12807.6	31331.2
NORBRO	NORBRO	4218.3	190.0	1014.8	11.6	5434.7	1781.8				1776.0	3557.8	7776.1
NORBRO	NORWOD			22.8		22.8							
NORBRO	RANDLP	19.5				19.5							19.5
NORBRO	S-BSTN	16.0				16.0							16.0
NORBRO	SALEM-	37.7				37.7							37.7
NORBRO	SOUTHB	238.8		25.4	12.7	276.9	80.0				392.1	472.1	710.9
NORBRO	STOW--	31.0				31.0							31.0
NORBRO	SUDBRY	32.0				32.0							32.0
NORBRO	UXBRDG	16.5				16.5	16.5					16.5	33.0
NORBRO	WALTHM	112.0				112.0	32.0					32.0	144.0
NORBRO	WATRTN	32.0				32.0							32.0
NORBRO	WAYLND	48.0				48.0	16.0					16.0	64.0
NORBRO	WESBRO	1246.3	20.0	33.2	20.8	1320.3	163.4					163.4	1409.7
NORBRO	WESTON	16.0				16.0							16.0
NORBRO	*	6064.1	210.0	1096.2	45.1	7415.4	2089.7				2168.1	4257.8	10321.9
NORFLK	NORFLK	960.0		141.6	362.2	1463.8	1006.0		16.0	16.0	736.0	1776.0	2736.0
NORFLK	NORWOD	309.6		11.4	23.4	344.4	48.4					48.4	358.0
NORFLK	PLAINV	87.2				87.2							87.2
NORFLK	QUINCY			26.0		26.0							
NORFLK	SHARON	32.0				32.0							32.0
NORFLK	STOUTN						32.0					32.0	32.0
NORFLK	UPTON-	31.6				31.6							31.6
NORFLK	W-ROXB	107.6				107.6	32.0					32.0	139.6
NORFLK	WALPOL	891.3	45.0	106.0	48.4	1090.7	399.8					399.8	1291.1
NORFLK	WALTHM	16.0				16.0							16.0
NORFLK	WATRTN	32.0				32.0							32.0
NORFLK	WELSLY	35.0				35.0							35.0
NORFLK	WESTWO	137.1				137.1							137.1
NORFLK	WEYMTH	32.0				32.0							32.0
NORFLK	WRENTM	352.5		14.2		366.7	204.8	16.0		32.0	496.0	748.8	1101.3
NORFLK	*	3023.9	45.0	299.2	434.0	3802.1	1725.0	16.0	16.0	48.0	1232.0	3037.0	6060.9
NORWEL	NORWEL	1845.4		172.8	164.5	2182.7	527.0				2581.8	3108.8	4954.2
NORWEL	PEMBRK	189.0				189.0	99.9					99.9	288.9
NORWEL	QUINCY	683.8		23.8		707.6	280.5					280.5	964.3
NORWEL	RANDLP	33.8				33.8							33.8

TABLE C-1 (continued)

FROM TOWN	TO TOWN	VEHICLES					PASSENGERS						TOTAL PERSONS
		AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	
NORWEL	ROCKLD	763.5	10.0	70.8	11.9	856.2	341.4				169.4	510.8	1274.3
NORWEL	S-BSTN	31.2				31.2	31.2					31.2	62.4
NORWEL	S-DORC	86.7				86.7							86.7
NORWEL	SCITUT	434.3		58.7	47.8	540.8	240.8					240.8	675.1
NORWEL	UXBRDG	15.6				15.6	31.2					31.2	46.8
NORWEL	WEYMTH	527.5		105.2		632.7	240.6					240.6	768.1
NORWEL	WHITMN	64.1		11.1		75.2							64.1
NORWEL	*	4674.9	10.0	442.4	224.2	5351.5	1792.6				2751.2	4543.8	9218.7
NORWOO	NORWOO	32098.3	1372.0	4362.0	671.2	38503.5	13443.5	406.3	78.0	235.2	2397.4	16560.4	48658.7
NORWOO	PLAINV	71.2			10.4	81.6	35.6					35.6	106.8
NORWOO	QUINCY	690.2			23.9	714.1	435.2					435.2	1125.4
NORWOO	RANDLP	113.9			13.1	127.0	68.0					68.0	181.9
NORWOO	REVERE	119.5		11.5		131.0							119.5
NORWOO	ROCKLD						37.3					37.3	37.3
NORWOO	ROXBRY	320.6		46.8	12.0	379.4	132.0					132.0	452.6
NORWOO	RSLNDL	192.6		35.7	12.0	240.3	191.3					191.3	383.9
NORWOO	S-BSTN	135.3			116.7	252.0	68.0			33.2		101.2	236.5
NORWOO	S-DORC	90.4			13.0	103.4	75.6			35.3		110.9	201.3
NORWOO	SCITUT	33.8				33.8							33.8
NORWOO	SHARON	1277.6	32.0	68.6	48.1	1426.3	453.0					453.0	1730.6
NORWOO	SHERBN				11.2	11.2	31.6					31.6	31.6
NORWOO	SOMRVL	74.6		14.2		88.8							74.6
NORWOO	STOUTN	800.6		46.6	72.4	919.6	437.8					437.8	1238.4
NORWOO	SUDBRY	64.7				64.7							64.7
NORWOO	TEWKSB	30.4				30.4							30.4
NORWOO	W-BWTR	30.4				30.4							30.4
NORWOO	W-ROXB	1017.0		48.0	34.4	1099.4	700.9				74.6	775.5	1792.5
NORWOO	WAKEFD	77.6				77.6							77.6
NORWOO	WALPOL	8074.5	191.0	389.9	337.1	8992.5	2652.9			221.6		2874.5	10949.0
NORWOO	WALTHM	105.5			24.6	130.1	104.6					104.6	210.1
NORWOO	WATRTN	482.5			23.0	505.5	149.2					149.2	631.7
NORWOO	WAYLND	37.0				37.0							37.0
NORWOO	WELSLY	237.0		12.0	37.1	286.1	128.3					128.3	365.3
NORWOO	WESTON	111.6		12.0		123.6							111.6
NORWOO	WESTWD	3798.5	58.0	224.1	201.0	4281.6	1862.1			15.4		1877.5	5676.0
NORWOO	WEYMTH	295.4		23.2		318.6	71.8					71.8	367.2
NORWOO	WHITMN	34.6				34.6							34.6
NORWOO	WILMTN						33.2					33.2	33.2
NORWOO	WOBURN	15.7				15.7							15.7
NORWOO	WRENTM	524.3		111.6	10.4	646.3	170.6					170.6	694.9
NORWOO	*	50955.3	1653.0	5406.2	1671.6	59686.1	21282.5	406.3	78.0	540.7	2472.0	24779.5	75734.8
PEABDY	PEABDY	30540.0	939.2	4865.8	1935.0	38280.0	14675.7	205.2	101.0	197.3	7951.8	23131.0	53671.0
PEABDY	PEPREL	16.1				16.1							16.1
PEABDY	QUINCY	73.4			12.2	85.6	73.4					73.4	146.8
PEABDY	READNG	440.7		13.6	37.5	491.8	361.5		50.5			412.0	852.7
PEABDY	REVERE	852.6			25.2	877.8	311.5					311.5	1164.1
PEABDY	ROCKPT	145.8				145.8	16.2					16.2	162.0
PEABDY	ROWLEY	76.2				76.2	113.2					113.2	189.4
PEABDY	ROXBRY	102.6		12.0	12.0	126.6	102.6					102.6	205.2
PEABDY	S-BSTN	246.0		36.6	36.4	319.0	39.0					39.0	285.0
PEABDY	S-DORC	32.8				32.8							32.8
PEABDY	SALEM-	13812.2	220.5	529.6	599.1	15161.4	10003.9	46.8	38.4	1041.7	142.3	11273.1	25085.3
PEABDY	SALSBY			12.0		12.0	16.7					16.7	16.7
PEABDY	SAUGUS	2831.9		67.8	105.0	3004.7	1765.6			37.5		1803.1	4635.0
PEABDY	SCITUT	51.3				51.3							51.3
PEABDY	SHARON	87.0				87.0							87.0
PEABDY	SOMRVL	397.6		13.4		411.0	76.4					76.4	474.0
PEABDY	STONHM	447.9				447.9	75.3					75.3	523.2
PEABDY	SUDBRY	81.8				81.8							81.8
PEABDY	SWMSCT	1242.9		57.7	61.0	1361.6	251.9			73.4		325.3	1568.2
PEABDY	TEWKSB	53.7				53.7	15.9					15.9	69.6
PEABDY	TOPSFD	355.3		24.4	12.0	391.7	149.6					149.6	504.9
PEABDY	W-NBRY	31.6				31.6							31.6
PEABDY	W-ROXB	77.6				77.6							77.6
PEABDY	WAKEFD	929.4			34.1	963.5	517.3					517.3	1446.7
PEABDY	WALTHM	250.3				250.3	149.3					149.3	399.6
PEABDY	WATRTN	51.8				51.8	36.8					36.8	88.6
PEABDY	WENHAM	482.7			13.4	496.1	195.1					195.1	677.8
PEABDY	WESTON								50.5			50.5	50.5
PEABDY	WILMTN	274.2				274.2	17.2					17.2	291.4
PEABDY	WINCTR			24.4		24.4							
PEABDY	WINTHP	299.5				299.5							299.5
PEABDY	WOBURN	402.1		12.4	48.2	462.7	245.8					245.8	647.9
PEABDY	*	54687.0	1159.7	5669.7	2931.1	64447.5	29209.9	252.0	240.4	1349.9	8094.1	39146.3	93833.3
PEMBRK	PEMBRK	3506.0	42.0	310.8	904.9	4763.7	1577.3	16.7			1293.9	2887.9	6393.9
PEMBRK	QUINCY	258.6		13.0	12.6	284.2	102.0					102.0	360.6
PEMBRK	RANDLP	33.4				33.4							33.4
PEMBRK	ROCKLD	395.5	2.0		69.4	466.9	103.8					103.8	499.3
PEMBRK	ROXBRY	68.6				68.6	33.4					33.4	102.0
PEMBRK	RSLNDL	33.4				33.4	66.8					66.8	100.2
PEMBRK	S-BSTN	69.5				69.5							69.5
PEMBRK	S-DORC	35.2				35.2	87.2					87.2	122.4
PEMBRK	SCITUT	84.5			11.3	95.8	17.6					17.6	102.1
PEMBRK	STOUTN	16.7		11.3		28.0							16.7
PEMBRK	WALTHM	33.4				33.4							33.4
PEMBRK	WESTWD	33.4				33.4							33.4
PEMBRK	WEYMTH	70.4				70.4							70.4
PEMBRK	WHITMN	342.8	2.0	13.1	59.7	417.6	244.6					244.6	587.4
PEMBRK	WRENTM	35.2				35.2							35.2
PEMBRK	*	5016.6	46.0	348.2	1057.9	6468.7	2232.7	16.7			1293.9	3543.3	8559.9
PEPREL	PEPREL	2662.0		222.8	244.4	3129.2	837.2				450.8	1288.0	3950.0
PEPREL	QUINCY	32.2				32.2	64.4					64.4	96.6
PEPREL	SALEM-	32.2				32.2	16.1					16.1	48.3
PEPREL	SHIRLY	111.2			11.6	122.8	111.7					111.7	222.9
PEPREL	SOMRVL				11.6	11.6							
PEPREL	TYNGSB	30.0				30.0	64.4					64.4	94.4
PEPREL	WALTHM	32.2				32.2							32.2
PEPREL	WESBRO	64.4				64.4							64.4
PEPREL	WESFRD	32.2				32.2							32.2
PEPREL	WOBURN	80.5				80.5							80.5
PEPREL	*	3076.9		222.8	267.6	3567.3	1093.8				450.8	1544.6	4621.5
PLAINV	PLAINV	2659.8		294.4	171.3	3125.5	1289.8		35.6		658.6	1984.0	4643.8
PLAINV	QUINCY						35.6					35.6	35.6
PLAINV	REVERE	35.6				35.6							35.6
PLAINV	ROXBRY	17.8				17.8							17.8
PLAINV	RSLNDL	73.4				73.4	73.4					73.4	146.8
PLAINV	S-DORC	38.9				38.9	38.9					38.9	77.8

TABLE C-1 (continued)

FROM	TO	*********	VEHICLES	***********			************		PASSENGERS	************			TOTAL
TOWN	TOWN	AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	PERSONS
PLAINV	SHARON	16.1			22.2	38.3					32.2	32.2	48.3
PLAINV	SWMSCT	17.6				17.6							17.6
PLAINV	WALPOL	278.6				278.6	363.6				63.2	426.8	705.4
PLAINV	WALTHM	38.4				38.4							38.4
PLAINV	WESTWD	35.6				35.6							35.6
PLAINV	WHITMN	17.9				17.9							17.9
PLAINV	WRENTM	846.7		10.9	57.4	915.0	139.0				284.8	423.8	1270.5
PLAINV	*	4076.4		305.3	250.9	4632.6	1940.3		35.6		1038.8	3014.7	7091.1
QUINCY	QUINCY	72490.9	6942.0	12020.1	6615.5	98068.5	28843.1	1269.8	648.2	6314.9	2615.2	39691.2	112182.1
QUINCY	RANDLP	1647.1	11.6	38.1	47.0	1743.8	825.5					825.5	2472.6
QUINCY	READNG	34.4				34.4							34.4
QUINCY	REVERE	296.7			22.8	319.5							296.7
QUINCY	ROCKLD	884.0		11.1	34.1	929.2	311.9					311.9	1195.9
QUINCY	ROCKPT	18.7				18.7							18.7
QUINCY	ROXBRY	1551.1	11.1	61.4	108.0	1731.6	355.7			107.9		463.6	2014.7
QUINCY	RSLNDL	430.1		60.0		490.1	77.9					77.9	508.0
QUINCY	S-BSTN	2726.7	23.2	242.2	178.7	3170.8	1404.1			113.2		1517.3	4244.0
QUINCY	S-DORC	5643.7	208.3	137.5	191.3	6180.8	3135.9	46.6		1913.2		5095.7	10739.4
QUINCY	SALEM-	114.0				114.0							114.0
QUINCY	SCITUT	948.4		12.2	45.5	1006.1	456.2					456.2	1404.6
QUINCY	SHARON	64.4		22.8		87.2	32.2					32.2	96.6
QUINCY	SOMRVL	478.7		10.4	51.6	540.7	195.0					195.0	673.7
QUINCY	STOUTN	406.9		56.7	48.4	512.0	281.0					281.0	687.9
QUINCY	TOPSFD	35.8				35.8							35.8
QUINCY	W-BWTR	103.8			50.4	154.2							103.8
QUINCY	W-ROXB	365.6			11.4	377.0							365.6
QUINCY	WALPOL	159.7			37.0	196.7	111.4					111.4	271.1
QUINCY	WALTHM	328.5				328.5	121.3					121.3	449.8
QUINCY	WATRTN	396.8		45.6	13.0	455.4	111.4					111.4	508.2
QUINCY	WAYLND			10.4		10.4							
QUINCY	WELSLY	149.7			11.4	161.1							149.7
QUINCY	WESBRD				13.0	13.0							
QUINCY	WESTON	193.5				193.5							193.5
QUINCY	WESTWD	330.8		12.0	22.8	365.6	132.0					132.0	462.8
QUINCY	WEYMTH	11378.6	11.6	591.1	448.2	12429.5	5179.0	73.9		825.9		6078.8	17457.4
QUINCY	WHITMN	330.2				330.2	155.7					155.7	485.9
QUINCY	WILMTN	17.0				17.0							17.0
QUINCY	WINCTR						33.8					33.8	33.8
QUINCY	WINTHP	144.6				144.6							144.6
QUINCY	WOBURN	87.2				87.2							87.2
QUINCY	WRENTM	55.9		22.2		78.1							55.9
QUINCY	*	101813.5	7207.8	13353.8	7950.1	130325.2	41763.1	1390.3	648.2	9275.1	2615.2	55691.9	157505.4
RANDLP	RANDLP	9937.9	264.0	3774.3	1640.6	15616.8	3653.7	190.0		71.2	4477.1	8392.0	18329.9
RANDLP	READNG	106.8		13.6		120.4							106.8
RANDLP	REVERE			13.0		13.0							
RANDLP	ROCKLD	172.4			12.6	185.0	32.2					32.2	204.6
RANDLP	ROXBRY	308.2				308.2	142.4					142.4	450.6
RANDLP	RSLNDL	147.2		26.2		173.4							147.2
RANDLP	S-BSTN	427.8		26.2	25.6	479.6	35.6	78.0				113.6	541.4
RANDLP	S-DORC	927.9				927.9	521.1			234.0		755.1	1683.0
RANDLP	SCITUT	37.6				37.6							37.6
RANDLP	SHARON	32.2		21.2	12.5	65.9							32.2
RANDLP	SOMRVL	106.8				106.8							106.8
RANDLP	STOUTN	841.1		134.7	142.6	1118.4	232.9					232.9	1074.0
RANDLP	W-BWTR	30.4	6.0			36.4	15.4					15.4	45.8
RANDLP	W-ROXB	106.8				106.8	71.2					71.2	178.0
RANDLP	WALPOL			12.0	25.0	37.0							
RANDLP	WALTHM	344.1				344.1	79.2					79.2	423.3
RANDLP	WATRTN	289.1			11.6	300.7	71.2					71.2	360.3
RANDLP	WESTWD	121.2			13.1	134.3	82.6				79.2	161.8	283.0
RANDLP	WEYMTH	294.6		49.3	75.3	419.2	37.2					37.2	331.8
RANDLP	WHITMN	51.9		25.0	23.6	100.5							51.9
RANDLP	WINTHP	35.6				35.6							35.6
RANDLP	WRENTM	38.4				38.4							38.4
RANDLP	*	14358.0	270.0	4095.5	1982.5	20706.0	4974.7	268.0		305.2	4556.3	10104.2	24462.2
READNG	READNG	16390.3	486.0	2338.5	874.5	20089.3	8283.5	178.9			2966.6	11429.0	27819.3
READNG	REVERE	49.6			24.6	74.2	42.6					42.6	92.2
READNG	ROCKPT	42.4				42.4							42.4
READNG	ROWLEY				12.7	12.7							
READNG	ROXBRY	138.1		13.6		151.7							138.1
READNG	S-BSTN	107.0				107.0							107.0
READNG	SALEM-	117.0		40.8		157.8	46.8					46.8	163.8
READNG	SAUGUS	343.0		13.6		356.6	212.7					212.7	555.7
READNG	SOMRVL	513.0		12.4		525.4	17.2					17.2	530.2
READNG	STONHM	3109.3		162.4	61.6	3333.3	1721.3	35.1		73.9	104.6	1934.9	5044.2
READNG	STOUTN	32.0			13.4	45.4							32.0
READNG	SWMSCT	143.8				143.8	70.2					70.2	214.0
READNG	TEWKSB	292.4		24.1	13.6	330.1	16.7					16.7	309.1
READNG	TOPSFD	17.0				17.0							17.0
READNG	WAKEFD	3853.2	72.0	118.8	145.1	4189.1	1199.9	31.4		393.2		1624.5	5477.7
READNG	WALTHM	182.3				182.3	108.7					108.7	291.0
READNG	WATRTN	178.9				178.9	35.1					35.1	214.0
READNG	WAYLND	33.2				33.2							33.2
READNG	WELSLY	37.3			13.4	50.7							37.3
READNG	WENHAM	37.0				37.0	37.0					37.0	74.0
READNG	WESBRD	16.5		10.4		26.9							16.5
READNG	WESTON								50.5			50.5	50.5
READNG	WEYMTH	35.9				35.9							35.9
READNG	WILMTN	2086.1	46.8		39.4	2172.3	329.2			17.2		346.4	2432.5
READNG	WINCTR	556.5		27.2		583.7	270.3					270.3	826.8
READNG	WINTHP	152.2				152.2							152.2
READNG	WOBURN	1498.7		72.7	11.3	1582.7	837.7			35.4		873.1	2371.8
READNG	*	29962.7	604.8	2834.5	1209.6	34611.6	13228.9	245.4	50.5	519.7	3071.2	17115.7	47078.4
REVERE	REVERE	19778.9	647.4	2105.3	2119.8	24651.4	9756.9	223.9	145.8	6101.6	2508.8	18737.0	38515.9
REVERE	ROCKLD								32.6			32.6	32.6
REVERE	ROWLEY	18.3				18.3							18.3
REVERE	ROXBRY	134.8			37.4	172.2				87.6		87.6	222.4
REVERE	RSLNDL	158.7				158.7	38.5					38.5	197.2
REVERE	S-BSTN	556.1			73.8	629.9	37.5			347.9		385.4	941.5
REVERE	S-DORC	206.0		13.0		219.0	123.4					123.4	329.4
REVERE	SALEM-	772.7	16.6		24.2	813.5	134.5			75.4		209.9	982.6
REVERE	SALSBY				11.8	11.8							
REVERE	SAUGUS	3895.9	35.0	121.2	136.4	4188.5	2091.7			113.5	150.0	2355.2	6251.1
REVERE	SOMRVL	647.9		74.4	48.8	771.1	610.2			81.0		691.2	1339.1
REVERE	STONHM	269.9			12.6	282.5							269.9
REVERE	SUDBRY	41.9				41.9							41.9
REVERE	SWMSCT	742.6				742.6	77.7			42.2		119.9	862.5
REVERE	TEWKSB	15.2				15.2	15.2					15.2	30.4

TABLE C-1 (continued)

FROM TOWN	TO TOWN	VEHICLES AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	PASSENGERS AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	TOTAL PERSONS
REVERE	W-NBRY			23.8		23.8							
REVERE	W-ROXB	36.7				36.7	36.7					36.7	73.4
REVERE	WAKEFD	38.8		23.7	34.6	97.1	115.8					115.8	154.6
REVERE	WALPOL			13.0		13.0	30.8					30.8	30.8
REVERE	WALTHM	397.4		11.4	24.3	433.1	76.8					76.8	474.2
REVERE	WATRTN	120.0			23.5	143.5							120.0
REVERE	WAYLND	18.1				18.1							18.1
REVERE	WELSLY	35.6				35.6							35.6
REVERE	WESTON				22.6	22.6							
REVERE	WEYMTH	158.4		11.6		170.0							158.4
REVERE	WILMTN	169.0				169.0	16.8					16.8	185.8
REVERE	WINCTR	77.8		20.8		98.6							77.8
REVERE	WINTHP	1159.8		111.7	139.5	1411.0	1119.4	83.8				1203.2	2363.0
REVERE	WOBURN	17.0				17.0	71.6					71.6	88.6
REVERE	*	29467.5	699.0	2529.9	2709.3	35405.7	14353.5	307.7	178.4	6849.2	2658.8	24347.6	53815.1
ROCKLD	ROCKLD	10940.7	420.0	2164.9	2096.0	15621.6	4982.8	83.3		97.8	1378.8	6542.7	17483.4
ROCKLD	ROXBRY			24.0		24.0	32.2					32.2	32.2
ROCKLD	S-BSTN	353.2				353.2	32.6					32.6	385.8
ROCKLD	S-DORC	148.5				148.5	16.5			213.2		229.7	378.2
ROCKLD	SCITUT	49.6			11.3	60.9	49.4					49.4	99.0
ROCKLD	SOMRVL	65.2				65.2							65.2
ROCKLD	STOUTN	130.9		23.8		154.7	16.2					16.2	147.1
ROCKLD	SWMSCT			10.4		10.4							
ROCKLD	W-BWTR	93.0				93.0							93.0
ROCKLD	W-ROXB	33.0				33.0			34.6			34.6	67.6
ROCKLD	WATRTN	32.2			22.8	55.0							32.2
ROCKLD	WAYLND	33.0				33.0							33.0
ROCKLD	WELSLY	32.2				32.2							32.2
ROCKLD	WESTWD	16.5				16.5	16.5					16.5	33.0
ROCKLD	WEYMTH	878.6		121.3	65.8	1065.7	247.5			71.5	66.0	385.0	1263.6
ROCKLD	WHITMN	1288.5	10.0	78.4	32.7	1409.6	513.0	16.2	17.3			546.5	1835.0
ROCKLD	WOBURN	33.0				33.0							33.0
ROCKLD	*	14128.1	430.0	2422.8	2228.6	19209.5	5906.7	99.5	51.9	382.5	1444.8	7885.4	22013.5
ROCKPT	ROCKPT	3806.3	116.0	345.0	536.0	4803.3	1134.0	48.6		81.0	648.0	1911.6	5717.9
ROCKPT	ROWLEY	74.8				74.8	18.7					18.7	93.5
ROCKPT	S-BSTN				11.6	11.6							
ROCKPT	SALEM-	137.4				137.4	32.4			16.2		48.6	186.0
ROCKPT	SOMRVL	32.4				32.4							32.4
ROCKPT	SWMSCT	32.4		12.2		44.6	32.4					32.4	64.8
ROCKPT	TOPSFD	17.0				17.0							17.0
ROCKPT	UXBRDG						16.5					16.5	16.5
ROCKPT	WELSLY	64.8				64.8	32.4					32.4	97.2
ROCKPT	WINTHP	16.2				16.2							16.2
ROCKPT	WOBURN	16.2				16.2							16.2
ROCKPT	*	4197.5	116.0	357.2	547.6	5218.3	1266.4	48.6		97.2	648.0	2060.2	6257.7
ROWLEY	ROWLEY	1449.0		84.1	77.4	1610.5	463.5				481.4	944.9	2393.9
ROWLEY	S-BSTN				12.7	12.7							
ROWLEY	SALEM-	76.1				76.1							76.1
ROWLEY	SALSBY	120.0				120.0	18.7					18.7	138.7
ROWLEY	SAUGUS	18.7				18.7							18.7
ROWLEY	SOMRVL			25.4		25.4							
ROWLEY	TEWKSB	37.4				37.4							37.4
ROWLEY	TOPSFD	18.5		16.0		34.5	68.0					68.0	86.5
ROWLEY	WAKEFD	68.8				68.8	38.8					38.8	107.6
ROWLEY	WENHAM	37.2				37.2							37.2
ROWLEY	*	1825.7		125.5	90.1	2041.3	589.0				481.4	1070.4	2896.1
ROXBRY	ROXBRY	9132.9	2972.1	4532.2	2593.6	19230.8	4377.5	937.6		21806.3		27121.4	36254.3
ROXBRY	RSLNDL	1120.8	155.4	24.7	73.9	1374.8	886.2			74.4		960.6	2081.4
ROXBRY	S-BSTN	3243.4	299.7	481.2	858.6	4882.9	780.5	39.0	78.0	3977.8		4875.3	8118.7
ROXBRY	S-DORC	1632.3	210.9	112.4	72.1	2027.7	624.4			1355.1		1979.5	3611.8
ROXBRY	SALEM-	222.2				222.2							222.2
ROXBRY	SAUGUS	92.2				92.2							92.2
ROXBRY	SCITUT				11.4	11.4							
ROXBRY	SHARON	127.9				127.9	63.8				52.0	115.8	243.7
ROXBRY	SOMRVL	595.9	33.3	38.0	93.7	760.9	204.0			193.0		397.0	992.9
ROXBRY	STONHM	83.4				83.4							83.4
ROXBRY	STOUTN	151.2			24.0	175.2	48.6					48.6	199.8
ROXBRY	SWMSCT	82.4				82.4	80.4					80.4	162.8
ROXBRY	TEWKSB	30.4		10.4		40.8	15.2					15.2	45.6
ROXBRY	W-ROXB	1223.8	144.3	12.0	37.4	1417.5	449.2			92.0		541.2	1765.0
ROXBRY	WAKEFD	39.9		22.6		62.5							39.9
ROXBRY	WALPOL	31.6		12.0		43.6							31.6
ROXBRY	WALTHM	481.7	22.2		34.9	538.8	194.0					194.0	675.7
ROXBRY	WATRTN	506.5	32.2	12.0	23.8	574.5	553.8	41.1		144.8		739.7	1246.2
ROXBRY	WAYLND	104.1				104.1							104.1
ROXBRY	WELSLY	300.4				300.4	388.4			151.8		540.2	840.6
ROXBRY	WESTON	39.2		23.2		62.4							39.2
ROXBRY	WESTWD	199.8		12.0		211.8							199.8
ROXBRY	WEYMTH	245.5		23.0		268.5							245.5
ROXBRY	WHITMN	34.6				34.6							34.6
ROXBRY	WILMTN	185.4				185.4	17.2					17.2	202.6
ROXBRY	WINCTR						77.8					77.8	77.8
ROXBRY	WINTHP	113.8				113.8							113.8
ROXBRY	WOBURN	38.6			24.0	62.6	38.6					38.6	77.2
ROXBRY	*	20059.9	3870.1	5315.7	3847.4	33093.1	8799.6	1017.7	78.0	27795.2	52.0	37742.5	57802.4
RSLNDL	RSLNDL	6218.1	510.6	840.7	705.8	8275.2	2940.8	37.4		1936.5		4914.7	11132.8
RSLNDL	S-BSTN	1042.6	22.2	58.4	48.6	1171.8	517.9			77.6		595.5	1638.1
RSLNDL	S-DORC	499.0	30.2	12.0	37.0	578.2	190.1			111.4		301.5	800.5
RSLNDL	SAUGUS	38.0				38.0							38.0
RSLNDL	SHARON	87.6				87.6	157.2					157.2	244.8
RSLNDL	SOMRVL	58.4			10.4	68.8	47.0					47.0	105.4
RSLNDL	STOUTN	97.0				97.0	64.8					64.8	161.8
RSLNDL	SUDBRY	15.7				15.7							15.7
RSLNDL	W-ROXB	5631.1	111.0	243.0	275.6	6260.7	1386.5			1282.9		2669.4	8300.5
RSLNDL	WALPOL	32.8				32.8							32.8
RSLNDL	WALTHM	429.1			12.0	441.1							429.1
RSLNDL	WATRTN	230.8				230.8							230.8
RSLNDL	WELSLY			10.4	13.4	23.8							
RSLNDL	WESTON	74.4				74.4							74.4
RSLNDL	WESTWD	116.0			12.0	128.0	39.1					39.1	155.1
RSLNDL	WEYMTH	239.6				239.6	16.2					16.2	255.8
RSLNDL	WHITMN	17.3				17.3	17.3					17.3	34.6
RSLNDL	WOBURN	119.6				119.6							119.6
RSLNDL	WRENTM	19.2				19.2							19.2
RSLNDL	*	14966.3	674.0	1164.5	1114.8	17919.6	5376.9	37.4		3408.4		8822.7	23789.0
S-BSTN	S-BSTN	8476.1	723.5	5826.6	5272.4	20298.6	3803.0	319.9	75.4	11634.0	37.5	15869.8	24345.9
S-BSTN	S-DORC	3268.4	11.1	194.8	157.9	3632.2	2248.1	38.9		1735.1		4022.1	7290.5

TABLE C-1 (continued)

FROM	TO	VEHICLES					PASSENGERS						TOTAL
TOWN	TOWN	AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	PERSONS
S-BSTN	SALEM-	189.4			23.6	212.0	37.0					37.0	225.4
S-BSTN	SALSBY	16.7			31.0	47.7							16.7
S-BSTN	SAUGUS	217.0			47.5	264.5							217.0
S-BSTN	SCITUT	331.0			24.0	355.0	38.9					38.9	369.9
S-BSTN	SHARON	189.5	11.1	11.3		211.9	31.6					31.6	221.1
S-BSTN	SHIRLY	38.8				38.8							38.8
S-BSTN	SOMRVL	1182.9	11.1	130.4	374.6	1699.0	524.8					524.8	1707.7
S-BSTN	SOUTHB				12.7	12.7							
S-BSTN	STONHM	39.6			24.0	63.6							39.6
S-BSTN	STOUTN	211.6			59.3	270.9	188.4			64.4		252.8	464.4
S-BSTN	SUDBRY	78.0				78.0							78.0
S-BSTN	SWMSCT	164.8			12.0	176.8				40.8		40.8	205.6
S-BSTN	TEWKSB	79.2			36.0	115.2							79.2
S-BSTN	TOPSFD	51.0		22.2		73.2							51.0
S-BSTN	TYNGSB				11.7	11.7							
S-BSTN	W-ROXB	688.5	11.1	43.6	83.6	826.8	38.8					38.8	727.3
S-BSTN	WAKEFD	155.2		34.1	39.3	228.6				38.5		38.5	193.7
S-BSTN	WALPOL	139.6		14.2	12.0	165.8	31.6					31.6	171.2
S-BSTN	WALTHM	447.1		49.0	49.2	545.3	78.0			71.2		149.2	596.3
S-BSTN	WATRTN	862.0		72.1	190.5	1124.6				146.0		146.0	1008.0
S-BSTN	WAYLND	16.6				16.6							16.6
S-BSTN	WELSLY	293.5			24.1	317.6	78.0					78.0	371.5
S-BSTN	WESBRD	33.0				33.0							33.0
S-BSTN	WESFRD	30.8		33.2		64.0							30.8
S-BSTN	WESTON	56.3			38.2	94.5							56.3
S-BSTN	WESTWD	247.8				247.8	206.5					206.5	454.3
S-BSTN	WEYMTH	1503.7		23.6	48.4	1575.7	437.6					437.6	1941.3
S-BSTN	WHITMN	103.8			22.7	126.5	34.6					34.6	138.4
S-BSTN	WILMTN	120.0			24.0	144.0							120.0
S-BSTN	WINCTR	38.9			11.6	50.5							38.9
S-BSTN	WINTHP	155.8			12.0	167.8	155.8					155.8	311.6
S-BSTN	WOBURN	199.7			73.8	273.5	156.0					156.0	355.7
S-BSTN	WRENTM	32.2				32.2							32.2
S-BSTN	•	19657.5	767.9	6455.1	6716.1	33596.6	8088.7	358.8	75.4	13730.0	37.5	22290.4	41947.9
S-DORC	S-DORC	9189.5	134.2	3736.2	743.3	13803.2	5567.7	194.5	72.6	4323.0		10157.8	19347.3
S-DORC	SALEM-				11.8	11.8							
S-DORC	SAUGUS	205.0		23.3	24.0	252.3							205.0
S-DORC	SCITUT	63.6		24.4		88.0	31.8					31.8	95.4
S-DORC	SHARON	112.1		10.6		122.7							112.1
S-DORC	SOMRVL	217.6		11.4	38.2	267.2	125.3					125.3	342.9
S-DORC	STONHM	79.2				79.2	41.1					41.1	120.3
S-DORC	STOUTN	119.6				119.6	48.2			16.2		64.4	184.0
S-DORC	SWMSCT	15.7				15.7							15.7
S-DORC	TEWKSB				12.0	12.0							
S-DORC	UPTON-	18.3				18.3							18.3
S-DORC	W-ROXB	668.1	22.2	12.0	12.0	714.3	175.8			145.6		321.4	989.5
S-DORC	WAKEFD	155.2			11.4	166.6	77.6					77.6	232.8
S-DORC	WALTHM	245.7		62.8	10.4	318.9					42.0	42.0	287.7
S-DORC	WATRTN	359.4		11.5		370.9	77.8			78.6		156.4	515.8
S-DORC	WELSLY			27.0	13.0	40.0							
S-DORC	WEYMTH	1244.8	11.6		23.6	1280.0	536.6			152.8		689.4	1934.2
S-DORC	WHITMN	141.8				141.8				33.7		33.7	175.5
S-DORC	•	12835.6	168.0	3919.2	899.7	17822.5	6681.9	194.5	72.6	4749.9	42.0	11740.9	24576.5
SALEM-	SALEM-	38005.1	1853.0	5944.0	1898.6	47700.7	17015.1	810.4	115.2	1856.2	1741.6	21538.5	59543.6
SALEM-	SALSBY						66.8					66.8	66.8
SALEM-	SAUGUS	737.3		24.9	23.6	785.8	265.4					265.4	1002.7
SALEM-	SCITUT	31.8				31.8							31.8
SALEM-	SOMRVL	267.0		23.6	58.7	349.3	183.0					183.0	450.0
SALEM-	SWMSCT	3527.8		22.6	83.1	3633.5	1416.0			73.0		1489.0	5016.8
SALEM-	TOPSFD	102.0		68.0	23.6	193.6							102.0
SALEM-	UPTON-	30.0				30.0	30.0					30.0	60.0
SALEM-	W-NBRY	63.2				63.2							63.2
SALEM-	WAKEFD	191.5			45.2	236.7	192.9					192.9	384.4
SALEM-	WALTHM				36.9	36.9							
SALEM-	WAYLND	33.2				33.2							33.2
SALEM-	WENHAM	468.4		12.5		480.9	185.0					185.0	653.4
SALEM-	WESBRD	37.7				37.7							37.7
SALEM-	WESTON	93.6				93.6							93.6
SALEM-	WEYMTH	55.3				55.3	144.4					144.4	199.7
SALEM-	WINTHP	114.0				114.0	154.4					154.4	268.4
SALEM-	WOBURN	107.4				107.4	111.7					111.7	219.1
SALEM-	•	43865.3	1853.0	6095.6	2169.7	53983.6	19764.7	810.4	115.2	1929.2	1741.6	24361.1	68226.4
SALSBY	SALSBY	2701.5		197.5	85.8	2984.8	864.6			16.7	918.5	1799.8	4501.3
SALSBY	SAUGUS			24.4		24.4							
SALSBY	W-NBRY	63.2		15.5		7[illegible].7	31.6					31.6	94.8
SALSBY	WAYLND								51.0			51.0	51.0
SALSBY	WILMTN	15.2				15.2							15.2
SALSBY	WINTHP			12.0		12.0							
SALSBY	•	2779.9		249.4	85.8	3115.1	896.2		51.0	16.7	918.5	1882.4	4662.3
SAUGUS	SAUGUS	18712.5	335.0	3967.8	419.4	23434.7	10967.1	152.0		228.0	3976.8	15323.9	34036.4
SAUGUS	SOMRVL	462.7			26.8	489.5	445.9					445.9	908.6
SAUGUS	STONHN	749.0		67.8	53.8	870.6	368.1					368.1	1117.1
SAUGUS	SWMSCT	349.8	5.0	33.9	105.8	494.5	113.7					113.7	463.5
SAUGUS	TEWKSB	45.6			13.4	59.0	15.2					15.2	60.8
SAUGUS	TOPSFD	68.0			15.5	83.5	34.0					34.0	102.0
SAUGUS	W-BWTR	38.0				38.0							38.0
SAUGUS	W-ROXB	34.0				34.0							34.0
SAUGUS	WAKEFD	2085.6	18.0	80.4	38.4	2222.4	1446.3					1446.3	3531.9
SAUGUS	WALPOL						15.8					15.8	15.8
SAUGUS	WALTHM	390.2		22.8	12.3	425.3	75.0					75.0	465.2
SAUGUS	WATRTN	152.0				152.0							152.0
SAUGUS	WAYLND	38.0				38.0	38.0					38.0	76.0
SAUGUS	WENHAM	18.5				18.5							18.5
SAUGUS	WESFRD	35.8				35.8	35.8					35.8	71.6
SAUGUS	WESTON	91.0				91.0							91.0
SAUGUS	WILMTN	49.6				49.6	103.2					103.2	152.8
SAUGUS	WINCTR	194.5				194.5	77.8					77.8	272.3
SAUGUS	WINTHP	771.1		35.6	24.4	831.1	241.8					241.8	1012.9
SAUGUS	WOBURN	178.4	5.0		12.0	195.4	31.1		71.6			102.7	281.1
SAUGUS	•	24464.3	363.0	4208.3	721.8	29757.4	14008.8	152.0	71.6	228.0	3976.8	18437.2	42901.5
SCITUT	SCITUT	9780.3	70.0	710.1	971.0	11531.4	4265.1	33.8	79.5		5487.7	9866.1	19646.4
SCITUT	SOMRVL	33.8				33.8	135.2					135.2	169.0
SCITUT	W-BWTR			26.0		26.0							
SCITUT	W-ROXB	31.8				31.8	31.8					31.8	63.6
SCITUT	WAKEFD	111.4				111.4	33.8					33.8	145.2
SCITUT	WATRTN	33.8				33.8							33.8
SCITUT	WEYMTH	798.0			11.6	809.6	183.4					183.4	981.4
SCITUT	•	10789.1	70.0	736.1	982.6	12577.8	4649.3	33.8	79.5		5487.7	10250.3	21039.4

TABLE C-1 (continued)

FROM TOWN	TO TOWN	VEHICLES AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	PASSENGERS AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	TOTAL PERSONS
SHARON	SHARON	8854.8	144.0	2645.7	179.3	11823.8	3796.8	32.2		31.9	3082.4	6943.3	15798.1
SHARON	SOMRVL	15.8				15.8	16.1					16.1	31.9
SHARON	STOUTN	671.5		97.5	50.2	819.2	144.4	16.1				160.5	832.0
SHARON	STOW--	16.1				16.1							16.1
SHARON	SUDBRY	16.1				16.1							16.1
SHARON	W-ROXB	16.1				16.1	16.1					16.1	32.2
SHARON	WAKEFD			13.0		13.0							
SHARON	WALPOL	619.3	32.0	38.5	666.2	1356.0	141.4	31.6				173.0	792.3
SHARON	WALTHM	79.9				79.9	31.6					31.6	111.5
SHARON	WATRTN	64.4		21.2		85.6							64.4
SHARON	WELSLY	32.2				32.2							32.2
SHARON	WESTWD	31.6		12.0		43.6							31.6
SHARON	WEYMTH	32.2				32.2							32.2
SHARON	WRENTM	131.9				131.9	19.2					19.2	151.1
SHARON	*	10581.9	176.0	2827.9	895.7	14481.5	4165.6	79.9		31.9	3082.4	7359.8	17941.7
SHERBN	SHERBN	828.4		584.1	41.6	1454.1	197.8				752.8	950.6	1779.0
SHERBN	SOUTHB			10.4	13.0	23.4							
SHERBN	SUDBRY						17.2					17.2	17.2
SHERBN	W-ROXB				20.8	20.8							
SHERBN	WALPOL	31.6		11.4	11.2	54.2							31.6
SHERBN	WALTHM	47.4				47.4							47.4
SHERBN	WATRTN	15.8				15.8							15.8
SHERBN	WAYLND	63.2			10.4	73.6							63.2
SHERBN	WELSLY	317.4			11.8	329.2	79.0					79.0	396.4
SHERBN	WEYMTH	31.6				31.6							31.6
SHERBN	WOBURN			10.4		10.4							
SHERBN	*	1335.4		616.3	108.8	2060.5	294.0				752.8	1046.8	2382.2
SHIRLY	SHIRLY	2896.3		80.0	637.2	3613.5	571.8				889.8	1461.6	4357.9
SHIRLY	STOW--	31.0				31.0							31.0
SHIRLY	SUDBRY	62.4				62.4							62.4
SHIRLY	WAKEFD	15.4				15.4							15.4
SHIRLY	WESFRD						31.2					31.2	31.2
SHIRLY	WESTON				20.8	20.8							
SHIRLY	WOBURN	15.9				15.9							15.9
SHIRLY	*	3021.0		80.0	658.0	3759.0	603.0				889.8	1492.8	4513.8
SOMRVL	SOMRVL	19126.4	480.3	5579.7	2275.0	27461.4	7271.6	462.6		9578.5	93.0	17405.7	36532.1
SOMRVL	SOUTHB	15.9				15.9							15.9
SOMRVL	STONHM	848.5		80.5	26.8	955.8							848.5
SOMRVL	STOUTN	48.2		12.4		60.6							48.2
SOMRVL	SUDBRY				24.9	24.9							
SOMRVL	SWMSCT	82.4				82.4							82.4
SOMRVL	TEWKSB	214.8				214.8	30.6					30.6	245.4
SOMRVL	W-ROXB	334.0		13.4		347.4	74.6					74.6	408.6
SOMRVL	WAKEFD	322.9		13.4	13.0	349.3	447.9					447.9	770.8
SOMRVL	WALTHM	1245.2	32.3	160.0	114.4	1551.9	516.2			44.5		560.7	1805.9
SOMRVL	WATRTN	1410.4	33.0	47.7	109.6	1600.7	745.0			135.6		880.6	2291.0
SOMRVL	WAYLND	18.1				18.1							18.1
SOMRVL	WELSLY	130.4			13.4	143.8							130.4
SOMRVL	WESFRD	30.8				30.8							30.8
SOMRVL	WESTON	44.5		13.4	13.4	71.3							44.5
SOMRVL	WESTWD	82.6				82.6	89.0					89.0	171.6
SOMRVL	WEYMTH	74.6			13.4	88.0							74.6
SOMRVL	WILMTN	408.9		14.3		423.2	300.4					300.4	709.3
SOMRVL	WINCTR	820.8		74.4	13.4	908.6	81.7					81.7	902.5
SOMRVL	WINTHP	195.1		44.1		239.2							195.1
SOMRVL	WOBURN	1119.1		62.5	95.4	1277.0	295.9					295.9	1415.0
SOMRVL	*	26573.6	545.6	6115.8	2712.7	35947.7	9852.9	462.6		9758.6	93.0	20167.1	46740.7
SOUTHB	SOUTHB	2837.6		513.6	535.2	3886.4	788.7				627.0	1415.7	4253.3
SOUTHB	STOUTN				13.4	13.4							
SOUTHB	SUDBRY			13.5	13.1	26.6	15.9				15.9	31.8	31.8
SOUTHB	UPTON-	18.3				18.3							18.3
SOUTHB	WALTHM	78.1				78.1	127.2					127.2	205.3
SOUTHB	WAYLND	95.8			13.0	108.8	15.9					15.9	111.7
SOUTHB	WELSLY	47.7				47.7	79.4					79.4	127.1
SOUTHB	WESBRO	667.5		25.4	26.2	719.1	253.8					253.8	921.3
SOUTHB	WESTON	30.9			13.4	44.3	31.8					31.8	62.7
SOUTHB	*	3775.9		552.5	614.3	4942.7	1312.7				642.9	1955.6	5731.5
STONHM	STONHM	10840.3		2609.6	301.4	13751.3	5719.5	39.6	71.2	300.2	1321.5	7452.0	18292.3
STONHM	TEWKSB	138.3				138.3	64.0					64.0	202.3
STONHM	WAKEFD	4126.8	54.0	318.8	97.8	4597.4	1755.1	42.3		98.7	84.6	1980.7	6107.5
STONHM	WALPOL	16.4				16.4	15.8					15.8	32.2
STONHM	WALTHM	519.8			12.0	531.8	161.4					161.4	681.2
STONHM	WATRTN	212.1		11.6		223.7	85.2					85.2	297.3
STONHM	WENHAM	158.4				158.4	38.8					38.8	197.2
STONHM	WESTON	79.2				79.2	79.2					79.2	158.4
STONHM	WILMTN	880.0		11.3		891.3	198.1					198.1	1078.1
STONHM	WINCTR	1083.8	14.0	149.6	43.7	1291.1	330.7		142.4			473.1	1556.9
STONHM	WOBURN	2904.4		58.3	84.6	3047.3	1489.6				42.3	1531.9	4436.3
STONHM	*	20959.5	68.0	3159.2	539.5	24726.2	9937.4	81.9	213.6	398.9	1448.4	12080.2	33039.7
STOUTN	STOUTN	16280.7	1233.0	2015.6	2159.7	21689.0	7698.5	242.0	16.0	48.2	3205.0	11209.7	27490.4
STOUTN	SUDBRY	108.9				108.9							108.9
STOUTN	W-BWTR	154.0				154.0	62.4					62.4	216.4
STOUTN	W-ROXB	122.0		13.4	11.3	146.7							122.0
STOUTN	WAKEFD			10.4		10.4							
STOUTN	WALPOL	221.1			36.7	257.8	208.6					208.6	429.7
STOUTN	WALTHM	105.0				105.0							105.0
STOUTN	WATRTN	32.0			11.3	43.3							32.0
STOUTN	WELSLY	69.7				69.7							69.7
STOUTN	WESTON	80.0				80.0							80.0
STOUTN	WESTWD	234.8				234.8							234.8
STOUTN	WEYMTH	356.1		11.6	12.0	379.7	32.4					32.4	388.5
STOUTN	WHITMN	15.0				15.0							15.0
STOUTN	WINTHP	32.4			22.6	55.0							32.4
STOUTN	WOBURN	32.0				32.0							32.0
STOUTN	WRENTM	96.4				96.4	32.4					32.4	128.8
STOUTN	*	17940.1	1233.0	2051.0	2253.6	23477.7	8034.3	242.0	16.0	48.2	3205.0	11545.5	29485.6
STOW--	STOW--	1446.0		268.0	47.0	1761.0	606.7				961.0	1567.7	3013.7
STOW--	SUDBRY	155.5		30.3	34.5	220.3	47.0					47.0	202.5
STOW--	WALTHM	77.5				77.5	15.5					15.5	93.0
STOW--	WATRTN	46.5			10.1	56.6							46.5
STOW--	WAYLND	15.5		20.2		35.7	31.0					31.0	46.5
STOW--	WELSLY	15.5				15.5	31.0					31.0	46.5
STOW--	WESBRO	15.5				15.5							15.5
STOW--	WESTON	15.5			26.8	42.3	31.0					31.0	46.5
STOW--	*	1787.5		318.5	118.4	2224.4	762.2				961.0	1723.2	3510.7
SUDBRY	SUDBRY	8604.3	220.0	1031.4	1420.3	11276.0	4319.3	95.8		48.4	4457.7	8921.2	17525.5

TABLE C-1 (continued)

FROM TOWN	TO TOWN	V E H I C L E S					P A S S E N G E R S						TOTAL
		AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	PERSONS
SUDBRY	TYNGSB	31.8				31.8	31.8					31.8	63.6
SUDBRY	W-ROXB	70.1				70.1	32.8					32.8	102.9
SUDBRY	WALPOL	16.0		28.4		44.4	32.2					32.2	48.2
SUDBRY	WALTHM	1443.7	2.0	11.7	73.2	1530.6	238.0			267.8		505.8	1949.5
SUDBRY	WATRTN	350.9				350.9	80.6					80.6	431.5
SUDBRY	WAYLND	1423.2	12.0	71.6	12.0	1518.8	375.0					375.0	1798.2
SUDBRY	WELSLY	80.7			37.8	118.5							80.7
SUDBRY	WESFRD	95.2				95.2							95.2
SUDBRY	WESTON	393.7		59.0	74.5	527.2	94.1					94.1	487.8
SUDBRY	WEYMTH	71.8				71.8							71.8
SUDBRY	WILMTN	32.8				32.8							32.8
SUDBRY	WOBURN	71.2				71.2							71.2
SUDBRY	*	12685.4	234.0	1207.1	1617.8	15739.3	5203.8	95.8		316.2	4457.7	10073.5	22758.9
SWMSCT	SWMSCT	6035.2	333.6	2316.7	1127.5	9813.0	2609.4	36.5		157.0		2802.9	8838.1
SWMSCT	WAKEFD	150.0				150.0	77.0					77.0	227.0
SWMSCT	WALTHM			11.3		11.3	41.2					41.2	41.2
SWMSCT	WAYLND	33.2				33.2							33.2
SWMSCT	WENHAM			12.0		12.0							
SWMSCT	WESBRO				12.8	12.8							
SWMSCT	WEYMTH			10.4		10.4							
SWMSCT	WILMTN				11.4	11.4	82.4					82.4	82.4
SWMSCT	WINTHP	38.1		33.2		71.3							38.1
SWMSCT	WOBURN	99.9				99.9							99.9
SWMSCT	*	6356.4	333.6	2383.6	1151.7	10225.3	2810.0	36.5		157.0		3003.5	9359.9
TEWKSB	TEWKSB	8967.7	276.4	2009.7	713.8	11967.6	3668.4	197.6	64.0		5508.7	9438.7	18406.4
TEWKSB	TYNGSB	159.7		41.4		201.1	129.2					129.2	288.9
TEWKSB	W-NBRY	31.6				31.6							31.6
TEWKSB	W-ROXB	15.2				15.2							15.2
TEWKSB	WAKEFD	184.0		11.3		195.3	248.0					248.0	432.0
TEWKSB	WALPOL	45.3				45.3							45.3
TEWKSB	WALTHM	91.2				91.2	60.8					60.8	152.0
TEWKSB	WATRTN	124.8			12.0	136.8	30.4					30.4	155.2
TEWKSB	WELSLY	78.1				78.1	15.9					15.9	94.0
TEWKSB	WESFRD	102.0		12.4		114.4	96.6					96.6	198.6
TEWKSB	WILMTN	3074.2	70.2	235.2	132.6	3512.2	1782.1	106.4		30.4	34.4	1953.3	5027.5
TEWKSB	WINCTR	30.4				30.4							30.4
TEWKSB	WINTHP	109.0				109.0							109.0
TEWKSB	WOBURN	367.9	16.0	52.7	12.0	448.6	116.3					116.3	484.2
TEWKSB	*	13381.1	362.6	2362.7	870.4	16976.8	6147.7	304.0	64.0	30.4	5543.1	12089.2	25470.3
TOPSFD	TOPSFD	2018.8		368.1	478.4	2865.3	763.8	17.0	39.7		748.0	1568.5	3587.3
TOPSFD	UPTON-	36.6				36.6	36.6					36.6	73.2
TOPSFD	W-ROXB	73.4				73.4							73.4
TOPSFD	WAKEFD	68.0		22.2		90.2							68.0
TOPSFD	WALTHM						17.0					17.0	17.0
TOPSFD	WATRTN				11.6	11.6							
TOPSFD	WENHAM	123.5				123.5	34.0					34.0	157.5
TOPSFD	WILMTN	17.2				17.2							17.2
TOPSFD	WINCTR	34.2				34.2							34.2
TOPSFD	WOBURN	17.0				17.0							17.0
TOPSFD	*	2388.7		390.3	490.0	3269.0	851.4	17.0	39.7		748.0	1656.1	4044.8
TYNGSB	TYNGSB	670.4		119.2	12.1	801.7	339.7				1158.0	1497.7	2168.1
TYNGSB	WALPOL	15.7				15.7							15.7
TYNGSB	WALTHM									71.4		71.4	71.4
TYNGSB	WATRTN	114.2				114.2							114.2
TYNGSB	WESFRD	227.2		85.6		312.8	95.2				30.0	125.2	352.4
TYNGSB	*	1027.5		204.8	12.1	1244.4	434.9			71.4	1188.0	1694.3	2721.8
UPTON-	UPTON-	2992.4		640.0	153.6	3786.0	599.1			18.3	590.7	1208.1	4200.5
UPTON-	UXBRDG	82.5				82.5	107.8	33.0				140.8	223.3
UPTON-	WALTHM	30.0				30.0							30.0
UPTON-	WESBRO	320.0		25.6		345.6	36.6			74.8		111.4	431.4
UPTON-	WOBURN			22.6		22.6							
UPTON-	WRENTM	19.2				19.2							19.2
UPTON-	*	3444.1		688.2	153.6	4285.9	743.5	33.0		93.1	590.7	1460.3	4904.4
UXBRDG	UXBRDG	5317.6	138.0	1071.2	129.6	6656.4	2080.3	82.5			662.2	2825.0	8142.6
UXBRDG	WALPOL	17.9				17.9							17.9
UXBRDG	WATRTN			10.4		10.4							
UXBRDG	WELSLY	16.5				16.5							16.5
UXBRDG	WESBRO	66.0				66.0	33.0					33.0	99.0
UXBRDG	WRENTM	19.2				19.2							19.2
UXBRDG	*	5437.2	138.0	1081.6	129.6	6786.4	2113.3	82.5			662.2	2858.0	8295.2
W-BWTR	W-BWTR	4522.0	6.0	275.5	513.9	5317.4	2242.1		15.2	15.2	912.0	3184.5	7706.5
W-BWTR	WAKEFD				13.6	13.6							
W-BWTR	WALPOL	45.6				45.6							45.6
W-BWTR	WEYMTH	69.2				69.2							69.2
W-BWTR	WHITMN	273.1				273.1	103.8				17.3	121.1	394.2
W-BWTR	*	4909.9	6.0	275.5	527.5	5718.9	2345.9		15.2	15.2	929.3	3305.6	8215.5
W-NBRY	W-NBRY	871.9		54.4	12.8	939.1	333.7				600.4	934.1	1806.0
W-NBRY	*	871.9		54.4	12.8	939.1	333.7				600.4	934.1	1806.0
W-ROXB	W-ROXB	11893.2	77.7	433.6	535.2	12944.7	4776.2	75.6		790.2		5642.0	17540.2
W-ROXB	WAKEFD			24.0		24.0							
W-ROXB	WALPOL	246.6				246.6	148.2					148.2	394.8
W-ROXB	WALTHM	254.1			12.3	266.4	72.6					72.6	326.7
W-ROXB	WATRTN	243.8			26.0	269.8							243.8
W-ROXB	WELSLY	301.6			12.4	314.0	288.8					288.8	590.4
W-ROXB	WESBRO						66.0					66.0	66.0
W-ROXB	WESTON	32.8			12.4	45.2							32.8
W-ROXB	WESTWD	656.4		12.0	47.4	715.8	472.6		34.6			507.2	1163.6
W-ROXB	WEYMTH	269.3			12.0	281.3							269.3
W-ROXB	WILMTN	39.6				39.6							39.6
W-ROXB	WOBURN	148.4				148.4	40.5					40.5	188.9
W-ROXB	WRENTM	38.4				38.4	57.6					57.6	96.0
W-ROXB	*	14129.2	77.7	469.6	657.7	15334.2	5922.5	75.6	34.6	790.2		6822.9	20952.1
WAKEFD	WAKEFD	22728.5	1134.0	5265.2	968.1	30095.8	9899.2	192.5		542.3	1616.4	12250.4	34978.9
WAKEFD	WALPOL	16.4				16.4							16.4
WAKEFD	WALTHM	362.3		22.8	24.6	409.7	77.0					77.0	439.3
WAKEFD	WATRTN	153.7				153.7	37.9					37.9	191.6
WAKEFD	WAYLND	70.2				70.2							70.2
WAKEFD	WELSLY	32.0				32.0							32.0
WAKEFD	WENHAM	37.0		22.6		59.6	38.8					38.8	75.8
WAKEFD	WESBRO	33.0				33.0							33.0
WAKEFD	WILMTN	607.1	23.4	33.3	41.6	705.4	174.6					174.6	781.7
WAKEFD	WINCTR	710.3		10.4	33.8	755.0	193.1			77.8		270.9	981.7

TABLE C-1 (continued)

FROM	TO	********** VEHICLES ***********					*********** PASSENGERS *************						TOTAL
TOWN	TOWN	AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	PERSONS
WAKEFD	WOBURN	2155.5		24.7	48.9	2229.1	908.7					908.7	3064.2
WAKEFD	*	26906.5	1157.4	5379.0	1117.0	34559.9	11329.3	192.5		620.1	1616.4	13758.3	40664.8
WALPOL	WALPOL	15612.3	885.0	2259.2	1389.4	20145.9	5771.7	143.0	16.6	78.2	2991.4	9000.9	24613.2
WALPOL	WALTHM	211.8		24.6		236.4	111.4					111.4	323.2
WALPOL	WATRTN	155.6			23.2	178.8							155.6
WALPOL	WELSLY	86.6				86.6	46.6					46.6	133.2
WALPOL	WESTON	31.6				31.6	15.8					15.8	47.4
WALPOL	WESTWD	501.6		25.6	20.8	548.0	171.5			15.4		186.9	688.5
WALPOL	WEYMTH	15.4				15.4							15.4
WALPOL	WHITMN				11.1	11.1							
WALPOL	WILMTN				12.0	12.0							
WALPOL	WRENTM	834.9	23.0	58.6		916.5	235.1				31.6	266.7	1101.6
WALPOL	*	17449.8	908.0	2368.0	1456.5	22182.3	6352.1	143.0	16.6	93.6	3023.0	9628.3	27078.1
WALTHM	WALTHM	46128.5	1421.5	11867.3	4539.2	63956.5	25874.3	1476.5	178.4	3991.2	4580.1	36100.5	82229.0
WALTHM	WATRTN	9386.5	194.8	666.6	478.1	10726.0	4336.3	42.9	74.8	868.6		5322.6	14709.1
WALTHM	WAYLND	2369.7		52.0	47.5	2469.2	726.1	18.1				744.2	3113.9
WALTHM	WELSLY	1406.8	10.2	88.7	82.6	1588.3	187.4					187.4	1594.2
WALTHM	WENHAM	37.0				37.0							37.0
WALTHM	WESBRO	33.0				33.0							33.0
WALTHM	WESFRD	102.4				102.4	157.1					157.1	259.5
WALTHM	WESTON	3949.8	133.9	519.5	357.3	4960.5	1724.6			72.6		1797.2	5747.0
WALTHM	WESTWD	87.4		48.2		135.6	54.5					54.5	141.9
WALTHM	WEYMTH	179.5				179.5	73.2					73.2	252.7
WALTHM	WHITMN	121.1				121.1							121.1
WALTHM	WILMTN	466.2			24.6	490.8	129.6					129.6	595.8
WALTHM	WINCTR	617.5		24.6		642.1	155.6					155.6	773.1
WALTHM	WINTHP						233.0					233.0	233.0
WALTHM	WOBURN	1098.0		60.9	62.0	1220.9	296.6					296.6	1394.6
WALTHM	*	65983.4	1760.4	13327.8	5591.3	86662.9	33948.3	1537.5	253.2	4932.4	4580.1	45251.5	111234.9
WATRTN	WATRTN	14687.6	1091.8	2830.6	1773.2	20383.2	6742.1	271.6		1886.8		8900.5	23588.1
WATRTN	WAYLND	398.6		23.2		421.8	52.8					52.8	451.4
WATRTN	WELSLY	431.1		23.2	13.4	467.7	37.4					37.4	468.5
WATRTN	WESBRO	33.0				33.0							33.0
WATRTN	WESFRD	61.6				61.6	30.8					30.8	92.4
WATRTN	WESTON	373.7	10.3	38.4		422.4	74.4			82.0		156.4	530.1
WATRTN	WESTWD	34.6				34.6	156.4					156.4	191.0
WATRTN	WEYMTH	149.7		12.0		161.7	72.8					72.8	222.5
WATRTN	WILMTN	102.8			11.6	114.4	34.4					34.4	137.2
WATRTN	WINCTR	212.9				212.9	39.3					39.3	252.2
WATRTN	WINTHP	237.8				237.8	152.0					152.0	389.8
WATRTN	WOBURN	344.4		58.0	23.2	425.6	15.7					15.7	360.1
WATRTN	WRENTM	78.1				78.1							78.1
WATRTN	*	17145.9	1102.1	2985.4	1821.4	23054.8	7408.1	271.6		1968.8		9648.5	26794.4
WAYLND	WAYLND	7527.7	126.0	1402.3	507.0	9563.0	3666.1	54.3			4587.7	8308.1	15835.8
WAYLND	WELSLY	615.1	4.0	38.3	38.8	696.2	284.0					284.0	899.1
WAYLND	WESTON	1022.4	4.0	171.6	116.4	1314.4	317.7			16.6		334.3	1356.7
WAYLND	WESTWD	36.2				36.2							36.2
WAYLND	WILMTN	69.4				69.4							69.4
WAYLND	WINCTR	155.6				155.6	233.4					233.4	389.0
WAYLND	WOBURN	33.2				33.2							33.2
WAYLND	WRENTM	18.1				18.1							18.1
WAYLND	*	9477.7	134.0	1612.2	662.2	11886.1	4501.2	54.3		16.6	4587.7	9159.8	18637.5
WELSLY	WELSLY	30335.4		2872.9	2678.8	35887.1	11441.9	130.8		482.5	2668.9	14724.1	45059.5
WELSLY	WESFRD			33.2		33.2							
WELSLY	WESTON	1990.6		291.7	23.2	2305.5	712.1			75.8		787.9	2778.5
WELSLY	WESTWD	84.9		12.5	22.8	120.2	34.6					34.6	119.5
WELSLY	WEYMTH	84.2				84.2							84.2
WELSLY	WILMTN	34.4				34.4					34.4	34.4	68.8
WELSLY	WINCTR	75.2				75.2							75.2
WELSLY	WOBURN			13.5	24.0	37.5							
WELSLY	*	32604.7		3223.8	2748.8	38577.3	12188.6	130.8		558.3	2703.3	15581.0	48185.7
WENHAM	WENHAM	999.0		190.8		1189.8	425.5				721.5	1147.0	2146.0
WENHAM	WILMTN	34.4				34.4							34.4
WENHAM	*	1033.4		190.8		1224.2	425.5				721.5	1147.0	2180.4
WESBRO	WESBRO	6896.7	490.0	384.0	344.0	8114.7	2705.9			33.0	2475.0	5213.9	12110.6
WESBRO	WESFRD	35.8				35.8							35.8
WESBRO	WESTON	15.0				15.0							15.0
WESBRO	*	6947.5	490.0	384.0	344.0	8165.5	2705.9			33.0	2475.0	5213.9	12161.4
WESFRD	WESFRD	2532.6	2.0	153.2	793.1	3480.9	894.0	17.9			2113.0	3024.9	5557.5
WESFRD	WILMTN	35.8				35.8							35.8
WESFRD	*	2568.4	2.0	153.2	793.1	3516.7	894.0	17.9			2113.0	3024.9	5593.3
WESTON	WESTON	5824.7		2855.7	440.5	9120.9	2906.2	74.0			4087.5	7067.7	12892.4
WESTON	WESTWD	17.2		12.5		29.7							17.2
WESTON	WEYMTH	74.0				74.0							74.0
WESTON	WILMTN	74.0				74.0							74.0
WESTON	WINCTR			12.2		12.2							
WESTON	WOBURN	80.0			110.7	190.7							80.0
WESTON	*	6069.9		2880.4	551.2	9501.5	2906.2	74.0			4087.5	7067.7	13137.6
WESTWD	WESTWD	6505.3	70.0	567.2	1196.7	8339.2	2833.5	17.1	69.2	69.2	2431.0	5420.0	11925.3
WESTWD	WEYMTH	71.2			11.4	82.6	36.6					36.6	107.8
WESTWD	WHITMN	103.8				103.8							103.8
WESTWD	WINTHP	38.6				38.6							38.6
WESTWD	WRENTM						16.3					16.3	16.3
WESTWD	*	6718.9	70.0	567.2	1208.1	8564.2	2886.4	17.1	69.2	69.2	2431.0	5472.9	12191.8
WEYMTH	WEYMTH	32535.8	1370.0	5662.9	1874.2	41442.9	12835.2	330.6		73.9	10454.8	23694.5	56230.3
WEYMTH	WHITMN	395.7		11.0	11.1	417.8	85.3					85.3	481.0
WEYMTH	WINTHP			20.8		20.8							
WEYMTH	WRENTM	36.6				36.6							36.6
WEYMTH	*	32968.1	1370.0	5694.7	1885.3	41918.1	12920.5	330.6		73.9	10454.8	23779.8	56747.9
WHITMN	WHITMN	6972.7	512.0	936.8	2109.4	10530.9	4113.1	34.6	34.6		1937.6	6119.9	13092.6
WHITMN	WINCTR						17.3					17.3	17.3
WHITMN	*	6972.7	512.0	936.8	2109.4	10530.9	4130.4	34.6	34.6		1937.6	6137.2	13109.9
WILMTN	WILMTN	11309.7	1064.7	592.6	294.1	13261.1	5461.0	223.6		34.4	3054.2	8773.2	20082.9
WILMTN	WINCTR	330.8			32.4	363.2	86.0			31.8		117.8	448.6
WILMTN	WOBURN	2600.8	46.8	263.6	51.8	2963.0	2174.2			34.4		2208.6	4809.4
WILMTN	WRENTM	17.2				17.2							17.2
WILMTN	*	14258.5	1111.5	856.2	378.3	16604.5	7721.2	223.6		100.6	3054.2	11099.6	25358.1
WINCTR	WINCTR	14921.6	282.3	3027.1	867.8	19098.8	4666.7	38.9		437.3	330.0	5472.9	20394.5
WINCTR	WINTHP	77.2				77.2		38.6				38.6	115.8

TABLE C-1 (continued)

FROM	TO	VEHICLES					PASSENGERS						TOTAL
TOWN	TOWN	AUTO	TAXI	LT.TRK	HVY.TRK	TOTAL	AUTO	TAXI	TRUCK	TRANSIT	SCH.BUS	TOTAL	PERSONS
WINCTR	WOBURN	4845.3	99.6	434.7	268.7	5648.3	1887.3			287.4	86.2	2260.9	7106.2
WINCTR	*	19844.1	381.9	3461.8	1136.5	24824.3	6554.0	77.5		724.7	416.2	7772.4	27616.5
WINTHP	WINTHP	6010.3	968.0	767.5	709.2	8455.0	3391.1	503.9		2134.2	77.2	6106.4	12116.7
WINTHP	*	6010.3	968.0	767.5	709.2	8455.0	3391.1	503.9		2134.2	77.2	6106.4	12116.7
WOBURN	WOBURN	17850.2	1137.1	5104.9	2609.6	26701.8	8582.2	347.9	107.2	1029.7	2634.1	12701.1	30551.3
WOBURN	*	17850.2	1137.1	5104.9	2609.6	26701.8	8582.2	347.9	107.2	1029.7	2634.1	12701.1	30551.3
WRENTM	WRENTM	3747.4	172.0	105.1	474.5	4499.0	1454.5	38.4			1815.9	3308.8	7056.2
WRENTM	*	3747.4	172.0	105.1	474.5	4499.0	1454.5	38.4			1815.9	3308.8	7056.2
TOTAL		4,439,383.8	187,083.3	544,248.9	334,038.8	5,564,754.8	1,907,404.2	68,351.2	11,359.3	1,053,500.0	364,224.8	3,404,839.5	7,844,223.3

Notes on the Meaning and Use of Table C-1

1. The entries in this table represent all trips of a given category between communities listed for an average 24-hour period in 1963.

2. The information has been assembled from corresponding traffic zone data. A listing of towns and zones is contained in Table AA.

3. The table is presented for the sake of brevity in a "triangular" form, i.e., trips between two towns are only recorded once. Because entries are listed by community in alphabetical order, trips between Cohasset and Weymouth, for example, are listed opposite COHAST--WEYMTH, and no WEYMTH--COHAST entry will be found. The totals shown for each town (except ABNGTN) are therefore not total trips beginning or ending in that town. Actual totals must be extracted partly from all towns listed higher in the table.

4. Trip segments involving change of travel mode or purpose in the same journey were recorded as separate trips to insure proper analysis. Trips presented in Table C-1 are in this "unlinked" form so that some distortion in travel and distribution is evident. For example, a rather common trip from Arlington to Boston Proper via bus to Harvard Square and thence by subway to Boston Proper would have been recorded as two transit trips, one from ARLNTN to CAMBRG and another from CAMBRG to BOSPPR. The total transit trips shown in the table between ARLNTN and BOSPPR is an unacceptably low value of 278.1, but the entry for ARLNTN to CAMBRG is 12,583.8. The majority of these 12,583.8 trips undoubtedly are linked to BOSPPR as part of the 54,089.4 transit trips between BOSPPR and CAMBRG. "Park and ride" and "Car pool" trips also tend to alter the true picture when expressed in this unlinked form. A listing of trips on a "linked" basis will be produced as part of the analysis work of the Boston Regional Planning Project.

5. The City of Boston is divided into 13 separate communities, as follows: BOSPPR, Boston Proper (Downtown Area); BRITON, Brighton; CHASTN, Charlestown; E-BSTN, East Boston; FNWYJP, Fenway - Jamaica Plain; HYD-PK, Hyde Park; MATAPN, Matapan; N-DORC, North Dorchester; ROXBRY, Roxbury; RSLNDL, Roslindale; S-BSTN, South Boston; S-DORC, South Dorchester; W-ROXB, West Roxbury.

TABLE C-2

1963 TRIPS BETWEEN EXTERNAL STATIONS AND INTERNAL TOWNS

24-HOUR PERIOD

STATION	TOWN	AUTOS	TRUCKS	TOTAL VEHICLES
627	ACTON-	19.8		19.8
627	AMESBY	259.8	7.8	267.6
627	ANDOVR	96.1		96.1
627	ARLNTN	18.1		18.1
627	AYER--	12.8		12.8
627	BEDFRD	4.5		4.5
627	BEVRLY	43.7		43.7
627	BILRCA	22.1		22.1
627	BOSPPR	129.5	6.5	136.0
627	BOXFRD	23.3		23.3
627	BRITON	12.0		12.0
627	BROOKL	2.6		2.6
627	CAMBRG	46.4		46.4
627	CHASTN	7.4		7.4
627	CHLMFD	28.9		28.9
627	CLINTN	34.3		34.3
627	CONCRD	15.0		15.0
627	DANVRS	26.2		26.2
627	DEDHAM	3.4		3.4
627	DRACUT	34.5		34.5
627	E-BSTN	25.2		25.2
627	E-BWTR	3.4		3.4
627	EVERET	3.4		3.4
627	FNWYJP	29.2		29.2
627	FOXBRO	2.0		2.0
627	GEOGTN	25.1		25.1
627	GLOUCS	34.6		34.6
627	GROVLD	11.2		11.2
627	HARVRD	4.7		4.7
627	HAVRHL	616.2	6.6	622.8
627	HULL--	2.6		2.6
627	HUDSON	13.0		13.0
627	HYD-PK	4.5		4.5
627	IPSWCH	33.6		33.6
627	LAWRNC	559.0	24.1	583.1
627	LEXNTN	17.8		17.8
627	LOWELL	284.2	2.3	286.5
627	LYNFLD	6.9		6.9
627	LYNN--	60.7		60.7
627	MALDEN	34.9		34.9
627	MARBHD	20.2		20.2
627	MARLBO	7.3		7.3
627	MAYNRD	13.6		13.6
627	MEDFRD	48.2		48.2
627	MELRDS	24.3		24.3
627	MERIMC	44.8		44.8
627	METHUN	152.0	5.7	157.7
627	MILFRD	7.2		7.2
627	N-ANDV	71.2	2.0	73.2
627	N-DORC	4.7		4.7
627	NATICK	2.0		2.0
627	NEEDHM	4.1		4.1
627	NEWB--	17.7		17.7
627	NEWBPT	691.5	26.9	718.4
627	NEWTON	32.3		32.3
627	NORBRO	5.5		5.5
627	PEABDY	57.9		57.9
627	QUINCY	11.5		11.5
627	READNG	9.9		9.9
627	REVERE	3.4		3.4
627	ROCKPT	16.0		16.0
627	ROWLEY	43.5		43.5
627	ROXBRY	4.1		4.1
627	RSLNDL	18.0		18.0
627	S-BSTN	7.1		7.1
627	S-DORC	2.7		2.7
627	SALEM-	32.4		32.4
627	SALSBY	4123.8	130.8	4254.6
627	SAUGUS	8.8		8.8
627	SHIRLY	6.8		6.8
627	SOMRVL	49.1		49.1
627	SOUTHB	1.9		1.9
627	STONHM	11.2		11.2
627	SUDBRY	2.0		2.0
627	TEWKSB	18.8		18.8
627	TOPSFD	13.8		13.8
627	TYNGSB	15.9		15.9
627	W-NBRY	33.9		33.9
627	WAKEFD	7.9		7.9
627	WALTHM	22.3		22.3
627	WATRTN	5.3		5.3
627	WAYLND			
627	WELSLY	7.5		7.5
627	WESBRD	4.5		4.5
627	WESFRD	4.5		4.5
627	WESTWD	4.9		4.9
627	WEYMTH	8.5		8.5
627	WILMTN	11.3		11.3
627	WINCTR	17.9		17.9
627	WINTHP	3.4		3.4
627	WOBURN	42.2		42.2
627		8391.9	212.7	8604.6
628	AMESBY	862.8	25.3	888.1
628	ANDOVR	133.9		133.9
628	ARLNTN	14.3		14.3
628	AYER--	1.8		1.8
628	BEDFRD	8.1		8.1
628	BELMNT	10.2		10.2
628	BEVRLY	40.0		40.0
628	BILRCA	25.5		25.5
628	BOSPPR	203.8	10.9	214.7
628	BOXFRD	30.7		30.7
628	BRITON	19.1		19.1
628	BRNTRE	7.6		7.6
628	BROOKL	7.0		7.0
628	BURLTN	4.6		4.6
628	CAMBRG	34.8		34.8
628	CHASTN	20.8		20.8
628	CHLMFD	36.9		36.9
628	CHLSEA	16.9		16.9
628	CLINTN	13.9		13.9
628	CONCRD	12.0		12.0
628	DANVRS	22.8		22.8
628	DRACUT	10.0		10.0
628	E-BSTN	22.7		22.7
628	EVERET	32.4		32.4
628	FNWYJP	15.6		15.6
628	FRAMHM	20.4		20.4
628	GEDGTN	69.2		69.2
628	GLOUCS	7.2		7.2
628	GROVLD	42.3		42.3
628	HAMLTN	10.8		10.8
628	HARVRD	7.9		7.9
628	HAVRHL	1090.3	24.4	1114.7
628	HUDSON	6.0		6.0
628	HYD-PK	1.8		1.8
628	IPSWCH	15.4		15.4
628	LANCTR	3.0		3.0
628	LAWRNC	764.8	11.2	776.0
628	LEXNTN	18.8		18.8
628	LITLTN	3.0		3.0
628	LOWELL	367.7		367.7
628	LYNFLD	5.5		5.5
628	LYNN--	22.4		22.4
628	MALDEN	26.2		26.2
628	MARBHD	15.5		15.5
628	MARLBO	13.7	15.1	28.8
628	MEDFRD	31.2		31.2
628	MELROS	12.1		12.1
628	MERIMC	60.1		60.1
628	METHUN	143.6	7.6	151.2
628	MIDLTN	2.8		2.8
628	N-ANDV	148.4	3.1	151.5
628	N-DORC	26.1		26.1
628	N-RDNG	14.2		14.2
628	NATICK	7.2		7.2
628	NEEDHM	10.8		10.8
628	NEWB--	30.0		30.0
628	NEWBPT	648.5	89.0	737.5
628	NEWTON	18.7		18.7
628	PEABDY	8.2		8.2
628	READNG	17.5		17.5
628	REVERE	4.4		4.4
628	ROWLEY	13.2		13.2
628	ROXBRY	17.2	2.2	19.4
628	RSLNDL	26.0		26.0
628	S-BSTN	18.6		18.6
628	S-DORC	5.6		5.6
628	SALEM-	7.2		7.2
628	SALSBY	1179.1	58.8	1237.9
628	SAUGUS	17.5		17.5
628	SHIRLY	14.5		14.5
628	SOMRVL	30.6		30.6
628	STONHM	4.4		4.4
628	STOUTN	22.0		22.0
628	SUDBRY	6.0		6.0
628	TEWKSB	15.3		15.3
628	TOPSFD	6.0		6.0
628	TYNGSB	14.7	1.5	16.2
628	W-NBRY	15.6		15.6
628	WAKEFD	27.3	3.1	30.4
628	WALTHM	62.2		62.2
628	WATRTN	7.6		7.6
628	WELSLY	9.2		9.2
628	WENHAM	2.4		2.4
628	WESFRD	12.4		12.4
628	WESTON	9.2		9.2
628	WILMTN	9.2		9.2
628	WOBURN	67.0	3.1	70.1
628		6923.9	255.3	7179.2
629	ABNGTN		2.0	2.0
629	ACTON-	5.5		5.5
629	AMESBY	139.6	26.1	165.7
629	ANDOVR	19.6		19.6
629	ARLNTN	11.5		11.5
629	BEDFRD	5.0		5.0
629	BELMNT	11.9		11.9
629	BEVRLY	89.7	3.1	92.8
629	BILRCA	8.2		8.2
629	BOSPPR	87.4	3.4	90.8
629	BOXFRD	8.8		8.8
629	BRITUN	1.4		1.4
629	BROCTN	9.2		9.2
629	BROOKL	2.5		2.5
629	BURLTN	3.9		3.9
629	CAMBRG	16.2		16.2
629	CARLIL	3.9		3.9
629	CHASTN	6.2	7.4	13.6
629	CHLMFD	5.5		5.5
629	CHLSEA	11.9		11.9
629	CONCRD	3.9		3.9
629	DANVRS	19.4	5.9	25.3
629	DRACUT	5.5		5.5
629	E-BSTN	9.9		9.9
629	ESSEX-	15.9		15.9
629	EVERET	8.8	3.2	12.0
629	FNWYJP	59.0		59.0
629	FOXBRO	5.5		5.5
629	FRAMHM		14.1	14.1
629	GEOGTN	1.7		1.7
629	GLOUCS	77.5	8.2	85.7
629	GROVLD	30.0		30.0
629	HAMLTN	11.0		11.0
629	HAVRHL	128.9	24.5	153.4
629	HYD-PK	7.4		7.4
629	IPSWCH	149.7	35.6	185.3
629	LAWRNC	33.8	7.9	41.7
629	LEXNTN	11.1		11.1
629	LOWELL	22.4		22.4
629	LYNN--	74.6		74.6
629	MALDEN	6.0		6.0
629	MANCTR	21.0		21.0
629	MARBHD	8.3		8.3
629	MARLBD	4.2		4.2
629	MATAPN	7.2		7.2
629	MEDFRD	16.2		16.2
629	MELROS	18.9	6.1	25.0
629	MERIMC	11.0	3.1	14.1
629	METHUN	17.6		17.6
629	MILTON	5.5		5.5
629	N-ANDV	19.6		19.6
629	N-DORC	11.1		11.1
629	NATICK	8.2		8.2
629	NEEDHM	4.1		4.1
629	NEWB--	70.1	9.1	79.2
629	NEWBPT	1208.9	158.3	1367.2
629	NEWTON	16.4	3.2	19.6
629	NORWOD	4.1		4.1
629	PEABDY	44.0		44.0
629	QUINCY	12.3		12.3
629	REVERE	30.3		30.3
629	ROCKPT	31.9	17.3	49.2
629	ROWLEY	93.0	11.8	104.8
629	ROXBRY	13.6		13.6
629	RSLNDL	11.5		11.5
629	S-BSTN	5.0		5.0
629	SALEM-	27.0		27.0
629	SALSBY	1745.6	142.9	1888.5
629	SAUGUS	14.7		14.7
629	SCITUT	7.2		7.2
629	SOMRVL	26.9	2.8	29.7
629	STONHM	10.7		10.7
629	SWMSCT	30.1	4.7	34.8
629	TEWKSB	7.2		7.2
629	TOPSFD	46.1		46.1
629	WAKEFD	16.7		16.7
629	WALPOL	11.9		11.9
629	WALTHM		1.4	1.4
629	WATRTN	8.0		8.0
629	WAYLND	8.0		8.0
629	WENHAM	7.4		7.4
629	WINCTR	1.4		1.4
629	WINTHP	4.8		4.8
629	WOBURN	3.8		3.8
629		4801.4	502.1	5303.5
630	ACTON-		4.8	4.8
630	AMESBY	804.6	69.6	874.2
630	ANDOVR	105.4	11.6	117.0
630	ARLNTN	44.5		44.5
630	ASHLND	6.1		6.1
630	AYER--	1.5		1.5
630	BELMNT	20.9		20.9
630	BEVRLY	14.6		14.6
630	BILRCA	9.5		9.5
630	BOLTON	3.5		3.5
630	BOSPPR	196.6	67.8	264.4
630	BOXFRD	14.2	3.6	17.8
630	BRITON	20.4	7.3	27.7
630	BROCTN	6.2	5.6	11.8
630	BROOKL	10.1		10.1
630	BURLTN	21.1		21.1
630	CAMBRG	63.6	29.6	93.2
630	CHASTN	28.0	35.3	63.3
630	CHLMFD	9.0		9.0
630	CHLSEA	17.8	13.3	31.1
630	COHAST	4.2		4.2
630	CONCRD	14.6		14.6
630	DANVRS	24.7	1.5	26.2
630	DEDHAM	5.6	2.2	7.8
630	DRACUT	27.0		27.0
630	E-BSTN	85.1	2.9	88.0
630	EASTON	4.5		4.5
630	EVERET	11.6	56.7	68.3
630	FNWYJP	46.1		46.1
630	FOXBRO	4.2	4.3	8.5
630	FRAMHM	4.5	4.9	9.4
630	GEOGTN	44.3	30.0	74.3
630	GROVLD	36.4	2.3	38.7
630	HARVRD	3.0		3.0
630	HAVRHL	464.9	45.8	510.7
630	HULL--	4.1		4.1
630	HOLSTN	3.7		3.7
630	HYD-PK	4.8	13.8	18.6
630	IPSWCH	30.6		30.6
630	LANCTR	3.5		3.5
630	LAWRNC	250.0	23.6	273.6
630	LEXNTN	6.7		6.7
630	LITLTN	7.7		7.7
630	LOWELL	128.2	12.3	140.5
630	LYNFLD	10.5		10.5
630	LYNN--	57.4	4.1	61.5
630	MALDEN	27.4		27.4
630	MARBHD	22.5		22.5
630	MARLBO	9.5	2.0	11.5
630	MARSFD	4.1		4.1
630	MATAPN	8.6		8.6
630	MEDFLD	3.7		3.7
630	MEDFRD	58.5	13.0	71.5
630	MELROS	26.8		26.8
630	MERIMC	82.9	1.4	84.3
630	METHUN	81.0	12.6	93.6
630	MIDLTN	8.8		8.8
630	N-ANDV	65.8	5.0	70.8
630	N-DORC	19.5	10.4	29.9
630	N-RDNG	2.4		2.4
630	NAHANT	3.9		3.9
630	NATICK	7.9		7.9
630	NEEDHM	10.1	3.9	14.0
630	NEWB--	32.2		32.2
630	NEWBPT	509.3	40.9	550.2
630	NEWTON	24.6		24.6
630	NORWOD	8.2		8.2
630	PEABDY	63.3	4.4	67.7
630	QUINCY	23.7	2.4	26.1
630	READNG	5.1	11.0	16.1
630	REVERE	20.3	5.4	25.7
630	ROCKPT	2.4		2.4
630	ROWLEY	1.9		1.9
630	ROXBRY	18.3	4.5	22.8

TABLE C-2 (continued)

STATION	TOWN	AUTOS	TRUCKS	TOTAL VEHICLES
630	RSLNDL	11.4		11.4
630	S-BSTN	23.8	46.6	70.4
630	S-DORC	11.1	1.4	12.5
630	SALEM-	35.8	9.7	45.5
630	SALSBY	509.1	68.5	577.6
630	SAUGUS	22.9		22.9
630	SOMRVL	49.9	23.8	73.7
630	SOUTHB		1.4	1.4
630	STONHM	14.8		14.8
630	STOUTN	2.2	1.4	3.6
630	SUDBRY	7.4		7.4
630	SWMSCT	9.8		9.8
630	TEWKSB	17.0		17.0
630	TOPSFD	12.7		12.7
630	W-NBRY	26.0		26.0
630	WAKEFD	16.2		16.2
630	WALTHM	33.2	2.8	36.0
630	WATRTN	7.3	2.4	9.7
630	WAYLND	8.2		8.2
630	WELSLY	21.6		21.6
630	WESTON	9.3	3.9	13.2
630	WEYMTH	4.8		4.8
630	WHITMN	2.2		2.2
630	WILMTN	19.0	5.2	24.2
630	WINCTR	29.2		29.2
630	WINTHP	14.2		14.2
630	WOBURN	26.7	2.4	29.1
630		4784.0	739.3	5523.3
631	ABNGTN	20.2	3.1	23.3
631	ACTON-	41.5		41.5
631	AMESBY	197.6	6.6	204.2
631	ANDOVR	184.4	2.9	187.3
631	ARLNTN	139.1	6.0	145.1
631	ASHLND	16.7		16.7
631	AVON--	5.8		5.8
631	AYER--	2.8		2.8
631	BEDFRD	16.8		16.8
631	BELGHM	13.2		13.2
631	BELMNT	102.9	2.9	105.8
631	BEVRLY	235.7	15.2	250.9
631	BILRCA	25.4	11.4	36.8
631	BOLTON	2.4		2.4
631	BOSPPR	1239.5	227.3	1466.8
631	BOXFRD	13.4	6.8	20.2
631	BRGWTR	25.2		25.2
631	BRITON	153.6	24.7	178.3
631	BRNTRE	37.7	3.1	40.8
631	BROCTN	101.3	7.3	108.6
631	BROOKL	198.9	5.2	204.1
631	BURLTN	55.0	1.8	56.8
631	CAMBRG	244.3	40.3	284.6
631	CANTON	14.5	3.6	18.1
631	CHASTN	108.8	32.0	140.8
631	CHLMFD	60.6		60.6
631	CHLSEA	101.3	21.2	122.5
631	CLINTN	20.9		20.9
631	COHAST	15.0		15.0
631	CONCRD	72.5	17.8	90.3
631	DANVRS	174.9	2.5	177.4
631	DEDHAM	64.5	3.5	68.0
631	DOVER-	11.5		11.5
631	DRACUT	28.9		28.9
631	DUXBRY	8.2		8.2
631	E-BSTN	490.4	40.2	530.6
631	E-BWTR	4.9		4.9
631	EASTON	18.4	3.2	21.6
631	ESSEX-	12.4		12.4
631	EVERET	133.6	34.7	168.3
631	FNWYJP	486.4	13.6	500.0
631	FOXBRO	39.7	7.8	47.5
631	FRAMHM	138.9	16.7	155.6
631	FRNKLN	22.0		22.0
631	GEOGTN	39.3		39.3
631	GLOUCS	165.2	8.3	173.5
631	GROTON	10.1		10.1
631	GROVLD	35.2		35.2
631	HALIFX	3.4		3.4
631	HAMLTN	36.8	2.7	39.5
631	HANOVR	23.7	4.6	28.3
631	HANSON	4.1		4.1
631	HARVRD	17.5		17.5
631	HAVRHL	283.3	13.8	297.1
631	HINGHM	47.2		47.2
631	HULL--	3.5		3.5
631	HOLBRK	12.4	1.8	14.2
631	HOLSTN	5.9	1.9	7.8
631	HOPEDL	12.8		12.8
631	HOPKTN	21.8	2.7	24.5
631	HUDSON	5.2		5.2
631	HYD-PK	71.6	12.9	84.5
631	IPSWCH	74.1		74.1
631	LANCTR	2.7		2.7
631	LAWRNC	185.9	15.8	201.7
631	LEXNTN	147.8		147.8
631	LINCLN	30.2		30.2
631	LITLTN	30.6	3.5	34.1
631	LOWELL	159.5	13.6	173.1
631	LYNFLD	136.3		136.3
631	LYNN--	371.7	29.0	400.7
631	MALDEN	212.4	33.3	245.7
631	MANCTR	28.1		28.1
631	MARBHD	190.6	3.1	193.7
631	MARLBO	44.0		44.0
631	MARSFD	10.1		10.1
631	MATAPN	75.3		75.3
631	MAYNRD	21.1		21.1
631	MEDFLD	9.8		9.8
631	MEDFRD	198.3	97.0	295.3
631	MEDWAY	2.6		2.6
631	MELROS	147.3		147.3
631	MENDON	3.3		3.3
631	MERIMC	21.7		21.7
631	METHUN	88.1	3.1	91.2
631	MIDLTN	18.1	5.7	23.8
631	MILFRD	3.0		3.0
631	MILLIS	6.5	4.6	11.1
631	MILTON	53.0		53.0
631	N-ANDV	42.9	1.9	44.8
631	N-DORC	118.8	30.7	149.5
631	N-RDNG	28.5		28.5
631	NAHANT	13.0	2.8	15.8
631	NATICK	69.8	9.0	78.8
631	NEEDHM	112.7	7.8	120.5
631	NEWB--	30.5		30.5
631	NEWBPT	330.7	23.5	354.2
631	NEWTON	325.6	19.4	345.0
631	NORBRG	7.9		7.9
631	NORBRO	6.1		6.1
631	NORFLK	10.7		10.7
631	NORWEL	19.8		19.8
631	NORWOD	39.8	2.0	41.8
631	PEABDY	461.6	19.2	480.8
631	PEMBRK	8.3		8.3
631	QUINCY	189.3	26.6	215.9
631	RANDLP	17.8		17.8
631	READNG	107.8	5.9	113.7
631	REVERE	119.9	16.5	136.4
631	ROCKLD	12.9		12.9
631	ROCKPT	44.5		44.5
631	ROWLEY	28.5	5.0	33.5
631	ROXBRY	94.7	7.5	102.2
631	RSLNDL	98.0		98.0
631	S-BSTN	110.7	117.2	227.9
631	S-DORC	27.0	17.6	44.6
631	SALEM-	221.8	8.9	230.7
631	SALSBY	175.4	26.5	201.9
631	SAUGUS	155.7	5.5	161.2
631	SCITUT	25.6		25.6
631	SHARON	21.0		21.0
631	SOMRVL	143.4	27.6	171.0
631	SOUTHB	9.4	4.6	14.0
631	STONHM	67.9	5.0	72.9
631	STOUTN	36.0	4.2	40.2
631	STOW--	4.6	3.5	8.1
631	SUDBRY	20.8	11.1	31.9
631	SWMSCT	88.5	2.8	91.3
631	TEWKSB	24.0	15.3	39.3
631	TOPSFD	63.3		63.3
631	UPTON-	8.0		8.0
631	UXBRDG	4.6	5.8	10.4
631	W-BWTR	2.3		2.3
631	W-NBRY	20.7		20.7
631	WAKEFD	95.3	3.3	98.6
631	WALPOL	17.6	3.2	20.8
631	WALTHM	158.3	16.0	174.3
631	WATRTN	94.7	8.1	102.8
631	WAYLND	35.0		35.0
631	WELSLY	126.2		126.2
631	WENHAM	20.0		20.0
631	WESBRO	17.0	6.2	23.2
631	WESFRD	16.0		16.0
631	WESTON	36.1	2.4	38.5
631	WESTWD	35.9		35.9
631	WEYMTH	75.6		75.6
631	WHITMN	27.0	1.8	28.8
631	WILMTN	49.8	3.1	52.9
631	WINCTR	178.7	2.7	181.4
631	WINTHP	72.3		72.3
631	WOBURN	102.2	7.8	110.0
631	WRENTM	10.8		10.8
631		12912.1	1306.8	14218.9
632	AMESBY	709.5	92.6	802.1
632	ANDOVR	12.4		12.4
632	BEVRLY	1.3		1.3
632	BOSPPR	4.3	2.2	6.5
632	BRGWTR	2.2		2.2
632	BURLTN	5.1		5.1
632	CHASTN	1.4		1.4
632	DANVRS		3.3	3.3
632	DRACUT	2.0	1.1	3.1
632	E-BSTN	8.7		8.7
632	FNWYJP	2.0		2.0
632	GEOGTN	3.4		3.4
632	GLOUCS	2.7		2.7
632	GROVLD	1.3	1.1	2.4
632	HAMLTN	2.0		2.0
632	HAVRHL	46.3	7.0	53.3
632	IPSWCH	6.0	2.6	8.6
632	LAWRNC	5.0	5.6	10.6
632	LOWELL	1.8		1.8
632	LYNN--	7.0		7.0
632	MALDEN	1.7		1.7
632	MANCTR	2.4		2.4
632	MARBHD	4.4		4.4
632	MELROS	1.4		1.4
632	MERIMC	30.8	5.7	36.5
632	N-ANDV	5.4		5.4
632	NEWB--	5.8		5.8
632	NEWBPT	81.8	7.2	89.0
632	NEWTON	1.7		1.7
632	QUINCY	1.3		1.3
632	REVERE	6.1	.7	6.8
632	ROCKPT	2.1		2.1
632	ROWLEY	4.7		4.7
632	ROXBRY	5.6		5.6
632	RSLNDL	1.4		1.4
632	S-BSTN	2.4		2.4
632	SALSBY	60.3	3.7	64.0
632	SOMRVL	2.8		2.8
632	STONHM	4.4		4.4
632	TEWKSB	2.0		2.0
632	W-NBRY	5.6		5.6
632	WATRTN	4.2		4.2
632	WELSLY	1.3		1.3
632	WINCTR	2.0		2.0
632	WINTHP	1.6		1.6
632		1067.6	132.8	1200.4
633	AMESBY	756.5	39.5	796.0
633	BEDFRD	2.8		2.8
633	BEVRLY	17.5		17.5
633	BOSPPR	10.6		10.6
633	BRITON	7.7		7.7
633	CAMBRG	1.4		1.4
633	DANVRS	20.8		20.8
633	E-BSTN	23.0		23.0
633	EVERET	9.7		9.7
633	FNWYJP	6.9		6.9
633	GEOGTN	14.5		14.5
633	GLOUCS	11.5		11.5
633	HAMLTN	5.8		5.8
633	HAVRHL	21.7	9.0	30.7
633	HOLBRK	3.4		3.4
633	HYD-PK	2.0		2.0
633	IPSWCH	12.0		12.0
633	LAWRNC	4.2		4.2
633	LYNFLD	9.8		9.8
633	LYNN--	45.7		45.7
633	MALDEN	12.7		12.7
633	MARBHD	4.1		4.1
633	MELROS	2.4		2.4
633	METHUN		2.3	2.3
633	MIDLTN		11.1	11.1
633	N-ANDV	2.4		2.4
633	NEEDHM	6.0		6.0
633	NEWB--	46.5		46.5
633	NEWBPT	179.4	11.6	191.0
633	NEWTON	2.4		2.4
633	PEABDY	31.7	1.1	32.8
633	PEMBRK	1.2		1.2
633	QUINCY	4.3		4.3
633	READNG	3.8		3.8
633	REVERE	2.4		2.4
633	ROCKPT	4.7		4.7
633	ROWLEY	4.0		4.0
633	S-BSTN	2.5		2.5
633	SALEM-	14.4		14.4
633	SALSBY	121.7	12.7	134.4
633	SAUGUS	29.1	6.5	35.6
633	TOPSFD	7.8	2.3	10.1
633	W-NBRY	6.0		6.0
633	WALTHM	2.4		2.4
633	WATRTN	3.4		3.4
633	WEYMTH	1.2		1.2
633	WINTHP	3.6		3.6
633	WOBURN		5.7	5.7
633		1481.6	101.8	1583.4
634	AMESBY	643.5	24.2	667.7
634	ANDOVR	3.4		3.4
634	BOSPPR	1.6		1.6
634	BOXFRD	5.7		5.7
634	CHLSEA	3.4		3.4
634	DANVRS	2.9		2.9
634	E-BSTN	2.3		2.3
634	EVERET	7.8		7.8
634	FNWYJP	1.5		1.5
634	GEOGTN	1.6		1.6
634	HAVRHL	26.5	1.1	27.6
634	LAWRNC	19.9		19.9
634	LOWELL	3.0		3.0
634	LYNN--	14.7		14.7
634	MALDEN	3.2	1.3	4.5
634	MANCTR	3.2		3.2
634	MELROS	5.1		5.1
634	MERIMC	8.3		8.3
634	METHUN	6.6		6.6
634	NEWB--	4.9		4.9
634	NEWBPT	102.9	3.6	106.5
634	PEABDY	3.2		3.2
634	RANDLP	3.0		3.0
634	SALEM-	1.5		1.5
634	SALSBY	65.2	4.1	69.3
634	WENHAM		2.3	2.3
634		944.9	36.6	981.5
635	AMESBY	5.6	9.4	15.0
635	ANDOVR	33.9		33.9
635	ARLNTN	7.3		7.3
635	BEVRLY	10.2		10.2
635	BOSPPR	16.1		16.1
635	BOXFRD	9.5		9.5
635	BRITON	4.7		4.7
635	BROCTN	2.2		2.2
635	BROOKL	6.6		6.6
635	CAMBRG	3.3	2.4	5.7
635	CHLMFD	5.7		5.7
635	CHLSEA	4.7		4.7
635	DANVRS	2.4		2.4
635	DEDHAM	2.4		2.4
635	DRACUT	6.5		6.5
635	EVERET	6.5	1.1	7.6
635	FNWYJP	4.5		4.5
635	GEOGTN	31.3		31.3
635	GROVLD	62.0	9.1	71.1
635	HARVRD	5.8		5.8
635	HAVRHL	1638.6	70.2	1708.8
635	IPSWCH	18.6		18.6
635	LAWRNC	125.0	3.1	128.1
635	LINCLN	3.8		3.8
635	LOWELL	19.8		19.8
635	LYNFLD	2.1		2.1
635	LYNN--	45.8		45.8
635	MALDEN	6.6		6.6
635	MEDFRD	5.0		5.0
635	MELROS	7.6		7.6
635	MERIMC	12.0	4.3	16.3
635	METHUN	45.0	8.8	53.8
635	MIDLTN	2.6		2.6
635	N-ANDV	217.2	21.6	238.8
635	N-RDNG	1.9		1.9
635	NEWBPT	17.1		17.1
635	NEWTON	2.3		2.3
635	PEABDY	12.4		12.4
635	PEPREL	2.5		2.5
635	REVERE	2.3		2.3
635	ROWLEY		2.4	2.4
635	S-BSTN	5.0		5.0
635	SALEM-	23.3		23.3
635	SALSBY	23.7		23.7
635	SAUGUS	2.9		2.9
635	STONHM	9.2		9.2
635	TOPSFD		11.8	11.8
635	WAKEFD	2.5		2.5
635	WALTHM	11.8		11.8
635	WESFRD	2.3		2.3
635	WINCTR	2.2		2.2
635	WOBURN	4.9		4.9
635		2507.2	144.2	2651.4
636	AMESBY	13.5		13.5
636	ANDOVR	13.8		13.8
636	ARLNTN	3.8		3.8
636	BEVRLY	10.0	4.7	14.7
636	BOSPPR	27.7	5.7	33.4
636	BOXFRD	4.9		4.9
636	BURLTN	3.0		3.0
636	CHASTN	2.2		2.2
636	CHLSEA	2.0		2.0
636	DANVRS	8.6		8.6
636	E-BSTN	3.6		3.6
636	FNWYJP	6.3		6.3
636	FRAMHM	2.4		2.4
636	GEOGTN	28.9		28.9
636	GLOUCS	2.2		2.2
636	GROVLD	48.8	16.2	65.0

TABLE C-2 (continued)

STATION	TOWN	AUTOS	TRUCKS	TOTAL VEHICLES
636	HAMLTN	2.2		2.2
636	HAVRHL	1871.2	103.6	1974.8
636	IPSWCH	5.8		5.8
636	LAWRNC	32.7		32.7
636	LOWELL	4.0		4.0
636	LYNFLD	2.4		2.4
636	LYNN--	28.0		28.0
636	MALDEN	8.7		8.7
636	MARLBO	1.9		1.9
636	MELROS	3.3		3.3
636	MERIMC	31.7	5.4	37.1
636	METHUN	2.9		2.9
636	N-ANDV	224.9	4.0	228.9
636	N-DORC	1.6		1.6
636	NEWB--	2.2		2.2
636	NEWBPT	34.3		34.3
636	PEABDY	8.2		8.2
636	RANDLP	1.8		1.8
636	READNG	5.9		5.9
636	ROCKPT	2.4		2.4
636	S-BSTN	2.4		2.4
636	SALEM-	6.3		6.3
636	SALSBY	14.5		14.5
636	SAUGUS	2.3		2.3
636	TEWKSB	4.0		4.0
636	W-NBRY	6.0		6.0
636	WALTHM	4.0		4.0
636	WATRTN	3.8		3.8
636	WOBURN	1.9		1.9
636		2503.0	139.6	2642.6
637	AMESBY	23.5		23.5
637	ANDOVR	118.5	7.7	126.2
637	ARLNTN	28.3	1.1	29.4
637	BELMNT	4.1		4.1
637	BEVRLY	25.6	5.4	31.0
637	BILRCA	30.6		30.6
637	BOSPPR	59.0	6.0	65.0
637	BOXFRD	45.4		45.4
637	BRITON	27.7		22.7
637	BROCTN	2.5		2.5
637	BROOKL	1.1		1.1
637	BURLTN	21.0		21.0
637	CAMBRG	37.6	16.5	54.1
637	CHASTN	3.9		3.9
637	CHLMFD	17.7		17.7
637	CHLSEA	10.4		10.4
637	CONCRD	2.5		2.5
637	DANVRS	40.9		40.9
637	DEDHAM	3.7		3.7
637	DRACUT	4.1		4.1
637	E-BSTN	20.7	8.9	29.6
637	ESSEX-	5.0		5.0
637	EVERET	45.2	4.9	50.1
637	FNWYJP	30.9		30.9
637	FOXBRO	3.6		3.6
637	FRAMHM	17.5		17.5
637	GEOGTN	72.4		72.4
637	GLOUCS	2.6		2.6
637	GROVLD	150.8	11.3	162.1
637	HAMLTN	5.2		5.2
637	HAVRHL	5826.4	502.1	6328.5
637	HULL--	7.5		7.5
637	HOLSTN	4.1		4.1
637	HYD-PK	6.7	1.5	8.2
637	IPSWCH	11.3		11.3
637	LAWRNC	446.8	41.8	488.6
637	LEXNTN	14.5		14.5
637	LOWELL	103.8		103.8
637	LYNFLD	5.3	8.3	13.6
637	LYNN--	135.9	.8	136.7
637	MALDEN	59.8	9.0	68.8
637	MANCTR		7.0	7.0
637	MARBHD	6.8		6.8
637	MARLBO		4.4	4.4
637	MEDFRD	64.2	2.5	66.7
637	MELROS	53.9		53.9
637	MERIMC	41.5		41.5
637	METHUN	117.2	6.2	123.4
637	MIDLTN	16.8		16.8
637	MILFRD	1.1		1.1
637	N-ANDV	647.0	16.9	663.9
637	N-DORC	2.4	5.2	7.6
637	N-RDNG	40.6	12.2	52.8
637	NATICK	8.2		8.2
637	NEWB--	6.1		6.1
637	NEWBPT	45.1	6.2	51.3
637	NEWTON	21.9	5.2	27.1
637	NORFLK	3.6		3.6
637	PEABDY	36.9		36.9
637	QUINCY	2.5		2.5
637	READNG	77.0	8.3	85.3
637	REVERE	23.6		23.6
637	ROWLEY	2.1		2.1
637	ROXBRY	8.9		8.9
637	S-BSTN	5.1	.8	5.9
637	S-DORC	2.6		2.6
637	SALEM-	43.6		43.6
637	SALSBY	55.4	10.9	66.3
637	SAUGUS	32.8		32.8
637	SOMRVL	28.7	10.9	39.6
637	STONHM	14.8		14.8
637	TEWKSB	28.4		28.4
637	TOPSFD	4.5		4.5
637	W-NBRY	9.3		9.3
637	WAKEFD	74.6	6.2	80.8
637	WALTHM	24.0	7.4	31.4
637	WATRTN	18.3	5.1	23.4
637	WESBRO	3.6		3.6
637	WEYMTH	4.6		4.6
637	WILMTN	52.6		52.6
637	WINCTR	16.4		16.4
637	WINTHP	16.8		16.8
637	WOBURN	11.3		11.3
637		9153.9	740.7	9894.6
638	ANDOVR	3.1		3.1
638	BELMNT	1.9		1.9
638	HAVRHL	366.8	11.1	377.9
638	LAWRNC	10.0	2.3	12.3
638	LYNN--	.8		.8
638	MELROS	1.5		1.5
638	MERIMC	5.0		5.0
638	METHUN	5.4	7.2	12.6
638	MIDLTN	.8		.8
638	N-ANDV	12.3		12.3
638	NEWB--	2.3		2.3
638	NEWBPT	1.2		1.2
638	NEWTON	.8		.8
638	SALSBY	2.2		2.2
638		414.1	20.6	434.7
639	AMESBY	14.4		14.4
639	ANDOVR	15.4	4.2	19.6
639	BEDFRD	5.2		5.2
639	BELMNT	8.1		8.1
639	BEVRLY	25.4		25.4
639	BOSPPR	28.1		28.1
639	BRITON	1.6		1.6
639	BURLTN	3.9		3.9
639	CAMBRG	6.1		6.1
639	CANTON	4.0		4.0
639	CHASTN	3.0		3.0
639	DANVRS	23.2		23.2
639	E-BSTN	3.0		3.0
639	EVERET	3.0		3.0
639	FNWYJP	5.0		5.0
639	GEOGTN	20.5		20.5
639	GLOUCS	4.0		4.0
639	GROVLD	55.6	8.5	64.1
639	HAMLTN	8.8		8.8
639	HAVRHL	1589.8	120.3	1710.1
639	IPSWCH	5.3		5.3
639	LAWRNC	28.1	9.1	37.2
639	LOWELL	3.2		3.2
639	LYNN--	36.4		36.4
639	MALDEN	8.2		8.2
639	MELROS	4.0		4.0
639	MERIMC	4.9	3.4	8.3
639	METHUN	19.3		19.3
639	MIDLTN	6.2		6.2
639	N-ANDV	301.0	3.5	304.5
639	N-DORC	1.9		1.9
639	N-RDNG	2.2		2.2
639	NEWB--	2.3		2.3
639	NEWBPT	25.4		25.4
639	PEABDY	20.6		20.6
639	QUINCY	3.8		3.8
639	RANDLP	2.2		2.2
639	READNG	7.8		7.8
639	REVERE	8.7		8.7
639	ROCKLD	2.8		2.8
639	ROCKPT	3.0	6.3	9.3
639	ROWLEY	5.8		5.8
639	S-DORC	3.2		3.2
639	SALEM-	5.8	2.3	8.1
639	SALSBY	23.3		23.3
639	SAUGUS	14.5		14.5
639	SOMRVL	8.4		8.4
639	STONHM	6.1		6.1
639	SWMSCT	2.8		2.8
639	TOPSFD	.8		.8
639	W-NBRY	16.2		16.2
639	WAKEFD	11.9		11.9
639	WATRTN	.8		.8
639	WENHAM	3.9		3.9
639	WILMTN	.8		.8
639	WINCTR	4.0		4.0
639	WINTHP	9.1		9.1
639	WOBURN	1.6		1.6
639		2444.4	157.6	2602.0
640	AMESBY	88.0	7.2	95.2
640	ANDOVR	10.2		10.2
640	AYER--	1.7		1.7
640	BEVRLY	58.7		58.7
640	BOSPPR	8.3		8.3
640	BOXFRD	19.0		19.0
640	CAMBRG	6.4		6.4
640	CHLSEA	2.5		2.5
640	DANVRS	10.2		10.2
640	DRACUT	6.4		6.4
640	E-BSTN	10.2		10.2
640	ESSEX-	15.8	1.4	17.2
640	EVERET	4.9		4.9
640	FNWYJP	3.3		3.3
640	GEOGTN	51.8	8.0	59.8
640	GLOUCS	62.8		62.8
640	GROVLD	65.4	2.9	68.3
640	HAMLTN	6.9		6.9
640	HAVRHL	2353.5	204.3	2557.8
640	IPSWCH	61.0	7.1	68.1
640	LAWRNC	60.8		60.8
640	LOWELL	26.9	3.6	30.5
640	LYNFLD	4.5		4.5
640	LYNN--	18.8		18.8
640	MALDEN	2.9		2.9
640	MANCTR	10.8		10.8
640	MEDFRD	4.9	1.8	6.7
640	MERIMC	42.2	11.4	53.6
640	METHUN	155.5	42.1	197.6
640	MIDLTN	2.5		2.5
640	N-ANDV	355.9	19.4	375.3
640	N-DORC	5.2		5.2
640	NAHANT	4.0		4.0
640	NEEDHM	7.5		7.5
640	NEWB--	15.6	1.0	16.6
640	NEWBPT	178.9		178.9
640	NEWTON	2.9		2.9
640	PEABDY	13.7	3.1	16.8
640	QUINCY	7.1		7.1
640	ROCKPT	10.8		10.8
640	ROWLEY	12.6		12.6
640	S-BSTN	3.3		3.3
640	S-DORC	1.6		1.6
640	SALEM-	6.9		6.9
640	SALSBY	218.5	6.9	225.4
640	SOMRVL	10.0	17.1	27.1
640	TEWKSB	3.5		3.5
640	TOPSFD	3.3		3.3
640	TYNGSB	3.6		3.6
640	W-NBRY	23.4	1.4	24.8
640	WINTHP	3.5		3.5
640		4068.6	338.7	4407.3
641	ANDOVR	38.5	2.3	40.8
641	BEVRLY	6.1		6.1
641	BILRCA	1.8		1.8
641	BOSPPR	13.8		13.8
641	CAMBRG	2.6		2.6
641	DANVRS	7.8		7.8
641	DRACUT	9.2	7.4	16.6
641	E-BSTN	1.6		1.6
641	GLOUCS	2.4		2.4
641	HAVRHL	20.5	9.0	29.5
641	LAWRNC	893.1	14.8	907.9
641	LOWELL	4.2	4.7	8.9
641	LYNN--	27.3		27.3
641	MALDEN	2.6		2.6
641	MEDFRD	4.5		4.5
641	METHUN	642.2	41.7	683.9
641	N-ANDV	109.1		109.1
641	N-DORC	4.0		4.0
641	NEEDHM	10.7		10.7
641	NEWTON	4.0		4.0
641	PEABDY	11.3		11.3
641	SALEM-	10.3		10.3
641	SALSBY	1.6		1.6
641	SAUGUS	1.7		1.7
641	SWMSCT	1.6		1.6
641	TOPSFD	1.6		1.6
641	WILMTN	18.2		18.2
641		1852.3	79.9	1932.2
642	ANDOVR	4.8		4.8
642	BOXFRD	2.4		2.4
642	CHLMFD		1.8	1.8
642	GEOGTN	6.3		6.3
642	GLOUCS	2.7		2.7
642	GROVLD	1.6		1.6
642	HAVRHL	45.0	3.8	48.8
642	LAWRNC	217.7	8.3	226.0
642	METHUN	216.1	27.3	243.4
642	N-ANDV	30.2		30.2
642	NEWBPT	1.1		1.1
642	NEWTON	2.6		2.6
642	PEABDY	7.2		7.2
642	SALEM-	1.7		1.7
642		539.4	41.2	580.6
643	AMESBY	5.2		5.2
643	ANDOVR	408.7	43.3	452.0
643	ARLNTN	3.2		3.2
643	BEDFRD	7.8		7.8
643	BEVRLY	150.0	6.0	156.0
643	BILRCA	30.6	11.8	42.4
643	BOSPPR	141.9	22.2	164.1
643	BOXFRD	15.6		15.6
643	BRITON	37.0	2.1	39.1
643	BROOKL	5.8		5.8
643	BURLTN	20.7	3.6	24.3
643	CAMBRG	15.8	5.0	20.8
643	CANTON	5.6		5.6
643	CHASTN	5.7		5.7
643	CHLSEA	43.2	7.6	50.8
643	CLINTN	4.5		4.5
643	CONCRD	8.5		8.5
643	DANVRS	126.6	5.8	132.4
643	DRACUT	69.0	18.6	87.6
643	E-BSTN	63.4		63.4
643	ESSEX-	18.5		18.5
643	EVERET	33.7		33.7
643	FNWYJP	47.7	11.2	58.9
643	FOXBRO	13.1	5.5	18.6
643	FRAMHM	2.8	11.0	13.8
643	GEOGTN	7.8		7.8
643	GLOUCS	8.8		8.8
643	GROVLD	5.6		5.6
643	HAMLTN	4.2		4.2
643	HARVRD	6.0		6.0
643	HAVRHL	229.0	3.2	232.2
643	HYD-PK	10.5		10.5
643	IPSWCH	3.2	5.8	9.0
643	LAWRNC	9971.1	655.1	10626.2
643	LEXNTN	15.6		15.6
643	LOWELL	192.8	27.0	219.8
643	LYNFLD	25.2		25.2
643	LYNN--	208.2		208.2
643	MALDEN	58.5		58.5
643	MANCTR	8.6		8.6
643	MARBHD	45.1		45.1
643	MARLBO	17.2		17.2
643	MATAPN	12.2		12.2
643	MEDFRD	35.2	3.4	38.6
643	MELROS	19.7	3.2	22.9
643	METHUN	5232.0	319.7	5551.7
643	MIDLTN	36.9		36.9
643	MILLIS	3.0		3.0
643	N-ANDV	694.8	29.5	724.3
643	N-DORC	14.1		14.1
643	N-RDNG	56.5		56.5
643	NATICK	10.7		10.7
643	NEEDHM	6.5		6.5
643	NEWBPT	15.8		15.8
643	PEABDY	163.1	17.6	180.7
643	QUINCY	16.8		16.8
643	READNG	24.0	2.1	26.1
643	REVERE	79.6	2.1	81.7
643	ROCKLD	3.3		3.3
643	ROCKPT	18.1		18.1
643	ROXBRY	15.4	2.1	17.5
643	RSLNDL	4.0		4.0
643	S-BSTN	10.0		10.0
643	S-DORC	5.8		5.8
643	SALEM-	205.5		205.5
643	SALSBY	76.7		76.7
643	SAUGUS	39.3		39.3
643	SOMRVL	56.9		56.9
643	STONHM	25.9		25.9
643	STOUTN	2.8		2.8
643	STOW--	7.8		7.8
643	SWMSCT	17.1	12.2	29.3
643	TEWKSB	63.5	5.0	68.5
643	TOPSFD	9.2		9.2
643	W-NBRY	10.3		10.3
643	WAKEFD	55.6		55.6
643	WALTHM	20.7		20.7
643	WATRTN	12.1		12.1
643	WEYMTH	4.6		4.6
643	WILMTN	60.2	4.1	64.3
643	WINCTR	9.4		9.4
643	WINTHP	4.5		4.5
643	WOBURN	36.0	9.8	45.8
643		19297.6	1255.6	20553.2
644	ANDOVR	10.1		10.1
644	BEVRLY	1.6		1.6
644	DRACUT		2.1	2.1

TABLE C-2 (continued)

STATION	TOWN	AUTOS	TRUCKS	TOTAL VEHICLES
644	HAVRHL		1.5	1.5
644	LAWRNC	115.1	9.4	124.5
644	LOWELL	1.6	1.0	2.6
644	MALDEN	1.2		1.2
644	MEDFRD	4.0		4.0
644	METHUN	270.7	14.0	284.7
644	N-ANDV	3.0		3.0
644	SALEM-	.5		.5
644		407.8	28.0	435.8
645	ABNGTN	2.5		2.5
645	ACTON-	2.5		2.5
645	AMESBY	1.9		1.9
645	ANDOVR	899.1	25.6	924.7
645	ARLNTN	154.1	2.5	156.6
645	AYER--	4.6		4.6
645	BEDFRD	26.2		26.2
645	BELMNT	99.1	4.7	103.8
645	BEVRLY	93.3		93.3
645	BILRCA	74.5		74.5
645	BOSPPR	794.3	150.5	944.8
645	BOXBRO	5.0		5.0
645	BOXFRD	21.4		21.4
645	BRITON	180.9		180.9
645	BRNTRE	45.4		45.4
645	BROCTN	29.3	.7	30.0
645	BROOKL	154.9		154.9
645	BURLTN	107.4	13.6	121.0
645	CAMBRG	418.0	39.8	457.8
645	CANTON	23.7	28.8	52.5
645	CHASTN	168.5	126.4	294.9
645	CHLMFD	38.0	14.9	52.9
645	CHLSEA	157.7	67.1	224.8
645	CLINTN	6.7		6.7
645	COHAST	8.6		8.6
645	CONCRD	57.7		57.7
645	DANVRS	63.2	5.0	68.2
645	DEDHAM	32.7	2.5	35.2
645	DRACUT	99.5	23.8	123.3
645	E-BSTN	246.6	13.6	260.2
645	E-BWTR	3.6		3.6
645	EASTON	6.1		6.1
645	EVERET	376.3	35.1	411.4
645	FNWYJP	299.4	50.9	350.3
645	FOXBRO	28.7		28.7
645	FRAMHM	68.3		68.3
645	FRNKLN	6.2		6.2
645	GEOGTN	2.5		2.5
645	GLOUCS	47.8		47.8
645	GROVLD	3.5		3.5
645	HALIFX	1.9		1.9
645	HANOVR	2.8		2.8
645	HARVRD	9.8		9.8
645	HAVRHL	49.9	4.4	54.3
645	HINGHM	18.3		18.3
645	HULL--	7.7		7.7
645	HOLBRK	5.4		5.4
645	HOPKTN	3.3		3.3
645	HUDSON	3.3		3.3
645	HYD-PK	57.9		57.9
645	IPSWCH	9.1		9.1
645	LANCTR	2.3		2.3
645	LAWRNC	2240.8	211.6	2452.4
645	LEXNTN	69.1		69.1
645	LINCLN	9.1		9.1
645	LITLTN		4.6	4.6
645	LOWELL	408.3	74.2	482.5
645	LYNFLD	89.6		89.6
645	LYNN--	355.9	12.9	368.8
645	MALDEN	388.9	2.7	391.6
645	MANCTR	7.3		7.3
645	MARBHD	31.3		31.3
645	MARLBO	6.3		6.3
645	MARSFD	3.2		3.2
645	MATAPN	57.9	5.2	63.1
645	MAYNRD	2.8		2.8
645	MEDFLD	5.9		5.9
645	MEDFRD	567.7	19.3	587.0
645	MELROS	195.9		195.9
645	MERIMC	7.6		7.6
645	METHUN	1145.6	74.9	1220.5
645	MIDLTN	10.8	6.4	17.2
645	MILFRD	2.5		2.5
645	MILLIS	2.9		2.9
645	MILTON	24.4		24.4
645	N-ANDV	182.6	27.4	210.0
645	N-DORC	157.1	3.8	160.9
645	N-RDNG	103.8		103.8
645	NAHANT	8.9		8.9
645	NATICK	22.3		22.3
645	NEEDHM	48.0		48.0
645	NEWB--	3.4		3.4
645	NEWBPT	10.6		10.6
645	NEWTON	131.7	8.4	140.1
645	NORBRO	9.1		9.1
645	NORFLK	2.6		2.6
645	NORWEL	1.7		1.7
645	NORWOD	17.1		17.1
645	PEABDY	175.3	3.2	178.5
645	PLAINV		2.6	2.6
645	QUINCY	90.4	5.0	95.4
645	RANDLP	11.3		11.3
645	READNG	266.2	24.1	290.3
645	REVERE	240.7	24.0	264.7
645	ROCKLD	21.1		21.1
645	ROCKPT	10.0		10.0
645	ROWLEY	5.8		5.8
645	ROXBRY	154.2	8.5	162.7
645	RSLNDL	88.5		88.5
645	S-BSTN	126.4	55.7	182.1
645	S-DORC	53.0		53.0
645	SALEM-	72.4	1.3	73.7
645	SALSBY	18.5		18.5
645	SAUGUS	174.6	3.9	178.5
645	SCITUT	7.2		7.2
645	SHARON	9.4		9.4
645	SOMRVL	281.2	24.5	305.7
645	SOUTHB	12.0		12.0
645	STONHM	166.4	4.5	170.9
645	STOUTN	6.0		6.0
645	SUDBRY	9.7		9.7
645	SWMSCT	51.0		51.0
645	TEWKSB	192.9	22.0	214.9
645	TOPSFD	1.4		1.4
645	UXBRDG	2.5		2.5
645	W-BWTR	4.7		4.7
645	WAKEFD	201.7		201.7
645	WALPOL	6.5		6.5
645	WALTHM	161.5	5.2	166.7
645	WATRTN	100.3	13.1	113.4
645	WAYLND	9.6		9.6
645	WELSLY	35.0		35.0
645	WENHAM	2.9		2.9
645	WESBRO	9.4		9.4
645	WESFRD	9.9		9.9
645	WESTON	15.0		15.0
645	WESTWD	4.4		4.4
645	WEYMTH	21.6		21.6
645	WHITMN	3.4		3.4
645	WILMTN	350.4	23.5	373.9
645	WINCTR	77.9		77.9
645	WINTHP	74.3		74.3
645	WOBURN	190.6	16.6	207.2
645	WRENTM	14.5		14.5
645		14905.8	1299.0	16204.8
646	ANDOVR	68.0		68.0
646	BOSPPR	8.2	8.8	17.0
646	BOXFRD	1.8		1.8
646	BRITON	3.6		3.6
646	CAMBRG	7.7		7.7
646	CHASTN	5.6		5.6
646	DANVRS	7.2		7.2
646	DRACUT	16.4		16.4
646	FNWYJP	2.9		2.9
646	FRAMHM	1.9		1.9
646	HARVRD	2.4		2.4
646	HAVRHL	5.4	1.7	7.1
646	LAWRNC	405.0	27.9	432.9
646	LOWELL	22.1	3.3	25.4
646	LYNN--	6.2		6.2
646	MALDEN	1.8		1.8
646	MEDFRD	2.9		2.9
646	MELROS	2.4		2.4
646	METHUN	449.0	50.7	499.7
646	N-ANDV	42.9	10.9	53.8
646	N-DORC	6.1		6.1
646	NEWBPT	2.4		2.4
646	NEWTON	1.4		1.4
646	PEABDY	3.2		3.2
646	ROXBRY	3.1		3.1
646	S-DORC		2.6	2.6
646	SALEM-	3.2		3.2
646	SALSBY	3.8		3.8
646	TEWKSB	14.8		14.8
646	WAKEFD	2.9		2.9
646	WALTHM	1.8		1.8
646	WATRTN	6.6		6.6
646	WELSLY	3.0		3.0
646	WILMTN	16.2		16.2
646	WOBURN	3.1		3.1
646		1135.0	105.9	1240.9
647	AMESBY	.8		.8
647	ANDOVR	4.3		4.3
647	BOSPPR	2.6		2.6
647	BOXFRD	3.0		3.0
647	CAMBRG	1.6		1.6
647	CHLMFD	1.9		1.9
647	DANVRS	3.8	.8	4.6
647	DRACUT	1.1		1.1
647	E-BSTN	2.1		2.1
647	EVERET	3.3		3.3
647	HAVRHL	6.1		6.1
647	HYD-PK	.8		.8
647	LAWRNC	201.1	6.8	207.9
647	LEXNTN	3.1		3.1
647	LOWELL	1.7		1.7
647	LYNN--	4.4		4.4
647	MATAPN	2.1		2.1
647	MELROS	.8		.8
647	METHUN	112.7	8.4	121.1
647	MIDLTN	.9		.9
647	N-ANDV	12.6		12.6
647	N-DORC	1.2		1.2
647	ROCKLD	1.8		1.8
647	ROWLEY		2.1	2.1
647	S-DORC	1.4		1.4
647	SALEM-	2.2		2.2
647	STONHM	1.4		1.4
647	TEWKSB	1.1	.8	1.9
647	WAKEFD	4.4		4.4
647	WILMTN	9.2		9.2
647		393.5	18.9	412.4
648	ANDOVR	23.6	18.2	41.8
648	ARLNTN	7.0		7.0
648	ASHLND	2.6		2.6
648	AYER--	1.5		1.5
648	BEDFRD	6.8		6.8
648	BELMNT	1.7		1.7
648	BERLIN	1.2		1.2
648	BEVRLY	3.6		3.6
648	BILRCA	75.5	18.3	93.8
648	BOSPPR	17.2	4.6	21.8
648	BOXBRO	3.8		3.8
648	BRITON	7.8		7.8
648	BROCTN	2.5		2.5
648	BROOKL	3.8		3.8
648	BURLTN	11.3		11.3
648	CAMBRG	3.8		3.8
648	CARLIL	2.9		2.9
648	CHASTN	6.5		6.5
648	CHLMFD	80.7	4.6	85.3
648	CHLSEA	1.4		1.4
648	COHAST	2.5		2.5
648	CONCRD	21.1		21.1
648	DANVRS	4.2		4.2
648	DEDHAM	4.7		4.7
648	DRACUT	499.4	84.2	583.6
648	E-BSTN	2.5		2.5
648	EVERET		4.5	4.5
648	FNWYJP	1.7		1.7
648	FOXBRO	1.4		1.4
648	FRAMHM	2.5	1.6	4.1
648	GROTON	1.5		1.5
648	HARVRD	4.6		4.6
648	HAVRHL	4.7		4.7
648	HULL--	2.4		2.4
648	LAWRNC	33.9	4.5	38.4
648	LEXNTN	3.2		3.2
648	LITLTN	9.1		9.1
648	LOWELL	2422.1	286.8	2708.9
648	LYNN--	1.5		1.5
648	MARLBO	8.4		8.4
648	MAYNRD	5.3		5.3
648	MEDFRD	6.0		6.0
648	MELROS	6.1		6.1
648	METHUN	13.4	2.1	15.5
648	N-ANDV	5.8		5.8
648	N-DORC	4.4		4.4
648	NEWTON	2.1		2.1
648	NORWOD	1.9		1.9
648	PEABDY	2.6		2.6
648	READNG	9.8		9.8
648	ROWLEY	1.9		1.9
648	ROXBRY	1.6		1.6
648	S-BSTN	2.3		2.3
648	SALEM-	1.2		1.2
648	SAUGUS	3.2		3.2
648	SOMRVL	1.7		1.7
648	STOW--	2.3		2.3
648	SWMSCT	2.5		2.5
648	TEWKSB	138.6	16.6	155.2
648	TYNGSB	14.9		14.9
648	WAKEFD	12.6	2.1	14.7
648	WALTHM	8.1		8.1
648	WATRTN	10.2		10.2
648	WESFRD	28.3		28.3
648	WESTWD	3.3		3.3
648	WILMTN	23.6	15.4	39.0
648	WINCTR	5.8		5.8
648	WOBURN	10.6		10.6
648		3626.7	463.5	4090.2
649	ACTON-	8.3	2.3	10.6
649	ANDOVR	4.0		4.0
649	AYER--	7.2		7.2
649	BEDFRD	12.2		12.2
649	BELGHM	4.3		4.3
649	BELMNT	3.7		3.7
649	BILRCA	33.6	2.1	35.7
649	BOLTON	4.1		4.1
649	BOSPPR	4.6		4.6
649	BOXBRO	5.6		5.6
649	BRITON		7.2	7.2
649	BROOKL	4.9		4.9
649	BURLTN	17.3	1.5	18.8
649	CAMBRG	2.1		2.1
649	CHASTN	2.0		2.0
649	CHLMFD	161.5	5.9	167.4
649	CLINTN	12.0		12.0
649	CONCRD	45.3		45.3
649	DANVRS	2.5		2.5
649	DRACUT	811.2	79.7	890.9
649	E-BSTN		2.1	2.1
649	FNWYJP	8.3		8.3
649	FOXBRO	7.9		7.9
649	FRAMHM	8.2		8.2
649	GEOGTN	2.3		2.3
649	GLOUCS	2.2		2.2
649	HARVRD		3.6	3.6
649	HOPKTN	1.4		1.4
649	HUDSON	16.8		16.8
649	LAWRNC	2.1		2.1
649	LEXNTN	4.1		4.1
649	LITLTN	3.2		3.2
649	LOWELL	1728.5	122.0	1850.5
649	LYNN--	3.0		3.0
649	MALDEN	2.9		2.9
649	MARLBO	20.9	4.8	25.7
649	MAYNRD	12.4		12.4
649	MEDFRD	2.4		2.4
649	METHUN	6.7		6.7
649	MIDLTN	4.2		4.2
649	N-DORC	3.4		3.4
649	N-RDNG	2.9		2.9
649	NATICK	11.6		11.6
649	NEWTON	1.4		1.4
649	PEABDY	2.0		2.0
649	PEPREL	3.0		3.0
649	READNG	2.0		2.0
649	REVERE	1.4		1.4
649	ROXBRY	2.5		2.5
649	RSLNDL	2.4		2.4
649	S-BSTN	5.2		5.2
649	SALEM-	1.9		1.9
649	SHERBN	2.5		2.5
649	SOUTHB	4.0		4.0
649	STONHM	2.3		2.3
649	STOW--	2.1		2.1
649	SUDBRY	4.6		4.6
649	TEWKSB	26.9	5.9	32.8
649	TYNGSB	60.9	20.2	81.1
649	UPTON-	2.1		2.1
649	UXBRDG	7.0		7.0
649	WALTHM	16.8		16.8
649	WAYLND	3.5		3.5
649	WESFRD	25.4		25.4
649	WILMTN	2.7		2.7
649	WINCTR	2.2		2.2
649	WOBURN	7.5		7.5
649		3194.1	257.3	3451.4
650	ANDOVR	11.3		11.3
650	AYER--	24.9		24.9
650	BEDFRD	2.2		2.2
650	BILRCA	13.5		13.5
650	BOSPPR	11.6		11.6
650	BOXBRO	1.3		1.3
650	CARLIL	3.1		3.1
650	CHLMFD	5.7		5.7
650	CLINTN	7.2		7.2
650	DEDHAM	1.1		1.1
650	DRACUT	237.5	14.1	251.6
650	DUNSBL	3.3		3.3
650	DUXBRY	2.6		2.6
650	E-BSTN	1.6		1.6
650	FNWYJP	5.3		5.3
650	GROTON	8.3		8.3
650	HARVRD	3.0		3.0
650	HAVRHL	7.8		7.8
650	LAWRNC	11.9		11.9
650	LEXNTN	2.0		2.0
650	LITLTN	1.1		1.1
650	LOWELL	393.6	12.0	405.6
650	LYNN--	1.1		1.1
650	MARSFD	1.1		1.1

TABLE C-2 (continued)

STATION	TOWN	AUTOS	TRUCKS	TOTAL VEHICLES
650	METHUN	5.4		5.4
650	NEWB--	1.8		1.8
650	PEPREL	3.5		3.5
650	ROWLEY	1.1		1.1
650	SALEM-	1.3		1.3
650	SHIRLY	9.4		9.4
650	SOMRVL	1.7		1.7
650	TEWKSB	26.0		26.0
650	TYNGSB	115.9	18.4	134.3
650	WATRTN	4.3		4.3
650	WESFRD	39.0		39.0
650	WILMIN	6.4		6.4
650		977.9	44.5	1022.4
651	ACTON-	4.8		4.8
651	ANDOVR	5.6		5.6
651	ARLNTN	25.7		25.7
651	BEDFRD	41.0		41.0
651	BELMNT	2.6	2.2	4.8
651	BEVRLY	7.1		7.1
651	BILRCA	54.8		54.8
651	BOLTON	4.6		4.6
651	BOSPPR	38.4	2.2	40.6
651	BOXBRO	4.7		4.7
651	BRITON	21.0		21.0
651	BROCTN	8.2		8.2
651	BROOKL	2.9		2.9
651	BURLTN	12.7	1.1	13.8
651	CAMBRG	26.7		26.7
651	CMLMFD	212.2	10.6	222.8
651	CHLSEA	7.1		7.1
651	CLINTN	31.0		31.0
651	CONCRD	15.4		15.4
651	DEDHAM	2.0		2.0
651	DRACUT	100.1	10.8	110.9
651	DUNSBL	16.5	3.6	20.1
651	E-BSTN		4.1	4.1
651	EASTON	7.1		7.1
651	EVERET		1.4	1.4
651	FNWYJP	14.2	4.4	18.6
651	FRAMHM	22.7		22.7
651	GROTON	2.2		2.2
651	HARVRD	46.1		46.1
651	HAVRHL	2.6		2.6
651	HINGHM	2.6		2.6
651	HOLSTN	10.0		10.0
651	HUDSON	4.1		4.1
651	LAWRNC	24.3		24.3
651	LEXNTN	30.4	1.4	31.8
651	LITLTN	6.6		6.6
651	LOWELL	569.8	32.1	601.9
651	LYNN--	10.7		10.7
651	MARBHD	4.9		4.9
651	MARLBO	14.9		14.9
651	MARSFD	1.9		1.9
651	MAYNRD	2.0		2.0
651	MEDFLD	2.2		2.2
651	MEDFRD	32.7		32.7
651	METHUN	15.1		15.1
651	MILTON	2.6		2.6
651	N-ANDV	2.2		2.2
651	N-DORC	22.2		22.2
651	NAHANT	4.7		4.7
651	NATICK	4.7	6.4	11.1
651	NEEDHM	8.3		8.3
651	NEWTON	21.3		21.3
651	NORBRO	2.1		2.1
651	NORWOD	7.1		7.1
651	PEABDY	5.3		5.3
651	PEPREL	13.4		13.4
651	QUINCY	12.9		12.9
651	RANDLP	7.5		7.5
651	READNG	12.5		12.5
651	ROCKLD	12.1		12.1
651	RSLNDL	2.8		2.8
651	S-BSTN	3.1	2.2	5.3
651	SALEM-	3.4		3.4
651	SAUGUS	3.4		3.4
651	SHARON	3.0		3.0
651	SOMRVL	3.4		3.4
651	STONHM	10.0		10.0
651	SUDBRY	10.0		10.0
651	TEWKSB	35.8		35.8
651	TYNGSB	318.6	18.7	337.3
651	WAKEFD	4.1		4.1
651	WALPOL	3.0		3.0
651	WALTHM	42.7	2.2	44.9
651	WATRTN	20.3		20.3
651	WAYLND	9.9		9.9
651	WELSLY	5.8		5.8
651	WESFRD	65.6	1.7	67.3
651	WESTON	10.1		10.1
651	WEYMTH	4.9		4.9
651	WILMTN	7.1	1.7	8.8
651	WINCTR	.7		.7
651	WOBURN	15.8	1.4	17.2
651		2194.6	108.2	2302.8
652	ABNGTN	18.3		18.3
652	ACTON-	79.1	7.7	86.8
652	ANDOVR	111.5	14.7	126.2
652	ARLNTN	161.1	55.5	216.6
652	ASHLND	11.1		11.1
652	AVON--	4.9		4.9
652	AYER--	11.6		11.6
652	BEDFRD	117.9		117.9
652	BELGHM	3.3	1.7	5.0
652	BELMNT	76.6		76.6
652	BEVRLY	67.5		67.5
652	BILRCA	314.5	19.6	334.1
652	BLKSTN	9.7		9.7
652	BOSPPR	478.0	83.2	561.2
652	BOXBRO	3.1		3.1
652	BRGWTR	4.1	3.7	7.8
652	BRITON	69.5	21.9	91.4
652	BRNTRE	24.9		24.9
652	BROCTN	58.4	29.6	88.0
652	BROOKL	160.1	13.1	173.2
652	BURLTN	186.5	6.9	193.4
652	CAMBRG	227.9	33.2	261.1
652	CANTON	23.2		23.2
652	CARLIL	18.3	14.2	32.5
652	CHASTN	35.0	32.1	67.1
652	CHLMFD	824.1	26.6	850.7
652	CHLSEA	49.7	10.5	60.2
652	CLINTN	4.9	6.1	11.0
652	COHAST	14.9		14.9
652	CONCRD	174.7	16.1	190.8
652	DANVRS	16.5	7.1	23.6
652	DEDHAM	60.8	7.0	67.8
652	DOVER-	15.1		15.1
652	DRACUT	320.4	21.6	342.0
652	DUNSBL	23.6		23.6
652	DUXBRY	8.1		8.1
652	E-BSTN	147.4	48.4	195.8
652	EASTON	4.2		4.2
652	EVERET	37.4	7.0	44.4
652	FNWYJP	328.2	21.6	349.8
652	FOXBRO	26.0	3.7	29.7
652	FRAMHM	147.7	33.0	180.7
652	FRNKLN	12.1		12.1
652	GEOGTN	5.0		5.0
652	GLOUCS	8.6		8.6
652	GROTON	20.1		20.1
652	GROVLD	4.4		4.4
652	HAMLTN	5.0		5.0
652	HANOVR	10.2	12.4	22.6
652	HARVRD	7.9		7.9
652	HAVRHL	23.3	22.6	45.9
652	HINGHM	52.6		52.6
652	HULL--	2.7		2.7
652	HOLBRK	18.0		18.0
652	HOLSTN	4.3		4.3
652	HOPKTN	6.6		6.6
652	HUDSON	15.4		15.4
652	HYD-PK	67.4		67.4
652	IPSWCH	5.3		5.3
652	LANCTR	5.1		5.1
652	LAWRNC	185.0	13.1	198.1
652	LEXNTN	199.9		199.9
652	LINCLN	25.8		25.8
652	LITLTN	39.4		39.4
652	LOWELL	2683.0	187.8	2870.8
652	LYNFLD	16.2	4.1	20.3
652	LYNN--	167.7	6.1	173.8
652	MALDEN	44.6	10.8	55.4
652	MANCTR	18.9		18.9
652	MARBHD	16.7		16.7
652	MARLBO	37.3		37.3
652	MARSFD	21.0		21.0
652	MATAPN	13.6		13.6
652	MAYNRD	30.4		30.4
652	MEDFLD	10.7		10.7
652	MEDFRD	88.4	14.9	103.3
652	MEDWAY	4.5		4.5
652	MELROS	42.5		42.5
652	METHUN	17.0		17.0
652	MIDLTN	4.4		4.4
652	MILFRD	3.7		3.7
652	MILLIS	7.7	4.6	12.3
652	MILTON	29.5		29.5
652	N-ANDV	23.7		23.7
652	N-DORC	43.5	7.0	50.5
652	N-RDNG	2.5		2.5
652	NAHANT	6.5		6.5
652	NATICK	103.9	11.8	115.7
652	NEEDHM	156.4		156.4
652	NEWB--	8.1		8.1
652	NEWTON	281.0	12.4	293.4
652	NORBRO	3.2		3.2
652	NORFLK	2.7		2.7
652	NORWEL	9.3		9.3
652	NORWOD	63.0	7.1	70.1
652	PEABDY	70.4	23.9	94.3
652	PEMBRK	5.1		5.1
652	PEPREL	3.0		3.0
652	QUINCY	120.6	11.9	132.5
652	RANDLP	19.3		19.3
652	READNG	89.7	3.7	93.4
652	REVERE	44.8	12.6	57.4
652	ROCKLD	29.1		29.1
652	ROCKPT	9.6		9.6
652	ROWLEY	1.8		1.8
652	ROXBRY	42.2	4.6	46.8
652	RSLNDL	75.0		75.0
652	S-BSTN	59.7	29.3	89.0
652	S-DORC	12.2		12.2
652	SALEM-	28.9	6.5	35.4
652	SALSBY	5.4		5.4
652	SAUGUS	36.6		36.6
652	SCITUT	14.5		14.5
652	SHARON	20.9		20.9
652	SHERBN	4.6		4.6
652	SOMRVL	47.1	33.4	80.5
652	SOUTHB	4.5		4.5
652	STONHM	16.3	6.1	22.4
652	STOUTN	11.6		11.6
652	STOW--	5.2		5.2
652	SUDBRY	36.1		36.1
652	SWMSCT	8.1		8.1
652	TEWKSB	186.7	20.8	207.5
652	TOPSFD	7.3		7.3
652	TYNGSB	532.1	62.6	594.7
652	UXBRDG	6.0		6.0
652	WAKEFD	72.9	7.2	80.1
652	WALPOL	43.9		43.9
652	WALTHM	189.5		189.5
652	WATRTN	97.5		97.5
652	WAYLND	55.2		55.2
652	WELSLY	107.6	7.0	114.6
652	WENHAM	8.3		8.3
652	WESBRO	3.8		3.8
652	WESFRD	223.1	23.7	246.8
652	WESTON	69.4		69.4
652	WESTWD	47.4		47.4
652	WEYMTH	74.1		74.1
652	WHITMN	10.7		10.7
652	WILMTN	80.8	4.8	85.6
652	WINCTR	123.3	25.8	149.1
652	WINTHP	30.3		30.3
652	WOBURN	152.1	30.1	182.2
652	WRENTM	50.0		50.0
652		12159.8	1174.5	13334.3
653	AYER--	54.3	2.3	56.6
653	BOLTON	2.6		2.6
653	BOXFRD	2.7		2.7
653	BROCTN	1.5		1.5
653	CLINTN	18.4	2.6	21.0
653	CONCRD	4.1		4.1
653	DEDHAM	3.2		3.2
653	DRACUT	2.0		2.0
653	DUNSBL	2.9		2.9
653	FRAMHM	6.4		6.4
653	GROTON	128.2	6.2	134.4
653	HARVRD	222.1	22.5	244.6
653	HOPKTN	2.0		2.0
653	HUDSON	12.2		12.2
653	LANCTR	7.3	4.7	12.0
653	LAWRNC	1.3		1.3
653	LEXNTN	1.2		1.2
653	LITLTN	16.8	1.6	18.4
653	LOWELL	11.5	2.9	14.4
653	MARLBO	15.1		15.1
653	MILFRD	4.7		4.7
653	MILTON	2.0		2.0
653	N-ANDV	1.2		1.2
653	NORBRG	5.8		5.8
653	PEPREL	855.4	57.9	913.3
653	SHIRLY	14.7		14.7
653	SOUTHB	2.9		2.9
653	TEWKSB	4.7		4.7
653	UXBRDG	2.6		2.6
653	WESBRO	6.3		6.3
653	WESFRD	3.2		3.2
653	WRENTM	1.5		1.5
653		1420.8	100.7	1521.5
654	ARLNTN	1.7		1.7
654	AYER--	5.4		5.4
654	BEVRLY	.7		.7
654	BOLTON	.9	.2	1.1
654	BOSPPR	1.3		1.3
654	BOXBRD		2.2	2.2
654	BRITON	3.0		3.0
654	BRODKL	1.0		1.0
654	BURLTN	.7		.7
654	CAMBRG	1.2		1.2
654	CLINTN	3.0	.8	3.8
654	CONCRD	4.1		4.1
654	DRACUT	.8		.8
654	DUNSBL	.8	1.2	2.0
654	FNWYJP	.5		.5
654	FRAMHM	1.6		1.6
654	GROTON	17.2		17.2
654	HARVRD	6.8		6.8
654	HAVRHL	.5		.5
654	HINGHM	.8		.8
654	HUDSON	4.3		4.3
654	LAWRNC	.8		.8
654	LITLTN	11.0	2.3	13.3
654	LOWELL	5.2		5.2
654	NARLBD	1.2		1.2
654	MEDFRD	.5		.5
654	METHUN	1.5		1.5
654	N-DORC	.8		.8
654	NEWTON	2.8		2.8
654	PEPREL	216.6	11.3	227.9
654	QUINCY	.8		.8
654	RSLNDL	2.2		2.2
654	S-DDRC	.9		.9
654	STOMHM	3.3		3.3
654	SUDBRY	.5		.5
654	TEWKSB	.8		.8
654	WALTHM	6.3		6.3
654	WELSLY	1.5		1.5
654	WENHAM	1.5		1.5
654	WESFRD	.7		.7
654		315.2	18.0	333.2
655	ACTON-	20.7	12.3	33.0
655	ANDDVR	16.7		16.7
655	ARLNTN	19.5	2.9	22.4
655	AYER--	67.1	3.7	70.8
655	BEDFRD	14.9		14.9
655	BELMNT	20.0		20.0
655	BEVRLY	2.5		2.5
655	BILRCA	5.2	7.0	12.2
655	BOSPPR	92.9	11.8	104.7
655	BRITON	21.5		21.5
655	BRNTRE	5.1		5.1
655	BROOKL	10.0		10.0
655	BURLTN	7.0		7.0
655	CAMBRG	28.4	6.1	34.5
655	CARLIL	4.8		4.8
655	CHLMFD	37.7	1.9	39.6
655	CHLSEA	2.7		2.7
655	CONCRD	42.7	1.9	44.6
655	DEDHAM	3.0		3.0
655	DRACUT	9.9		9.9
655	DUNSBL	7.6	6.0	13.6
655	DUXBRY	3.9		3.9
655	E-BSTN	5.6		5.6
655	EVERET	2.1		2.1
655	FNWYJP	9.2		9.2
655	FOXBRO	2.5		2.5
655	FRAMHN	15.1	8.1	23.2
655	GROTON	482.7	26.5	509.2
655	HARVRD	55.4		55.4
655	HAVRHL	8.6		8.6
655	HINGHM	6.6		6.6
655	HOLSTN	4.3		4.3
655	HYD-PK	7.4		7.4
655	IPSWCH	1.6		1.6
655	LAWRNC	12.0	5.4	17.4
655	LEXNTN	21.4		21.4
655	LINCLN	8.9		8.9
655	LITLTN	80.7	22.2	102.9
655	LOWELL	74.3	8.1	82.4
655	LYNFLD	2.5		2.5
655	LYNN--	15.6		15.6
655	MALDEN	2.1		2.1
655	MANCTR	3.3		3.3
655	MARLBO	4.9		4.9
655	MAYNRD	3.8		3.8
655	MEDFRD	19.8		19.8
655	MELROS	8.4		8.4
655	MERIMC	2.1		2.1
655	METHUN	2.6		2.6
655	MIDLTN	2.2		2.2
655	MILFRD	5.5		5.5
655	MILLIS	3.4		3.4
655	N-ANDV	3.4		3.4
655	N-DDRC	9.8		9.8
655	N-RDNG	2.4		2.4
655	NATICK	5.0		5.0
655	NEEDHM	10.8		10.8
655	NEWBPT	1.8	2.4	4.2

TABLE C-2 (continued)

STATION	TOWN	AUTOS	TRUCKS	TOTAL VEHICLES
655	NEWTON	36.2		36.2
655	PEPREL	877.6	135.3	1012.9
655	QUINCY	6.8		6.8
655	RANDLP	2.1		2.1
655	READNG	15.3		15.3
655	REVERE	1.6		1.6
655	ROCKLD	2.0		2.0
655	ROXBRY	7.9		7.9
655	RSLNDL	9.1		9.1
655	S-BSTN	6.7	4.2	10.9
655	S-DORC	7.5		7.5
655	SALEM-	6.8		6.8
655	SALSBY	4.1		4.1
655	SAUGUS	2.4		2.4
655	SHARON	7.1		7.1
655	SHIRLY	11.9		11.9
655	SOMRVL	11.4	1.9	13.3
655	STONHM	3.0		3.0
655	SUDBRY	22.8		22.8
655	TEWKSB	12.2	2.0	14.2
655	TOPSFD	2.2		2.2
655	TYNGSB	11.9		11.9
655	WALPOL	3.6		3.6
655	WALTHM	22.2	4.4	26.6
655	WATRTN	22.3		22.3
655	WAYLND	8.1		8.1
655	WELSLY	15.6		15.6
655	WESBRO	2.0		2.0
655	WESFRD	58.8	2.9	61.7
655	WESTON	10.9		10.9
655	WEYMTH	4.3		4.3
655	WINCTR	8.9		8.9
655	WINTHP	2.3		2.3
655	WOBURN	15.2		15.2
655		2594.4	277.0	2871.4
656	ABNGTN	6.0		6.0
656	ACTON-	7.7		7.7
656	AMESBY	2.7		2.7
656	ANDOVR	1.5	2.1	3.6
656	ARLNTN	21.2		21.2
656	AYER--	651.7	46.3	698.0
656	BEDFRD	13.3		13.3
656	BELMNT	4.4		4.4
656	BEVRLY	2.3		2.3
656	BILRCA	9.3		9.3
656	BOSPPR	43.4	1.1	44.5
656	BOXFRD	1.5		1.5
656	BRITON	3.1	7.0	10.1
656	BROCTN	1.5		1.5
656	BROOKL	1.6		1.6
656	CAMBRG	20.4	2.1	22.5
656	CARLIL	4.8		4.8
656	CHASTN	9.8	2.1	11.9
656	CHLMFD	13.7		13.7
656	CHLSEA		2.1	2.1
656	CLINTN	3.8		3.8
656	CONCRD	29.3	5.8	35.1
656	DEDHAM	5.0		5.0
656	DRACUT	12.1		12.1
656	DUNSBL	6.9		6.9
656	E-BSTN	4.5		4.5
656	EVERET	6.3		6.3
656	FNWYJP	12.7		12.7
656	FRAMHM	13.0	2.1	15.1
656	FRNKLN	1.7		1.7
656	GROTON	507.6	37.2	544.8
656	GROVLD	1.5		1.5
656	HARVRD	783.4	43.5	826.9
656	HAVRHL	5.4	1.1	6.5
656	HUDSON	1.7		1.7
656	IPSWCH	2.9		2.9
656	LANCTR	4.2		4.2
656	LAWRNC	9.1		9.1
656	LEXNTN	3.3	1.2	4.5
656	LINCLN	5.0		5.0
656	LITLTN	97.2	12.1	109.3
656	LOWELL	119.5	8.2	127.7
656	MALDEN	6.7		6.7
656	MARSFD	1.7		1.7
656	MATAPN	1.8		1.8
656	MAYNRD	1.4		1.4
656	MEDFRD	7.8		7.8
656	MEDWAY	1.8		1.8
656	MELROS	10.2		10.2
656	MERIMC	4.2		4.2
656	METHUN	3.4		3.4
656	N-RDNG	1.9		1.9
656	NEWBPT	1.5		1.5
656	NEWTON	12.0		12.0
656	NORBRO	3.0		3.0
656	NORWOD	1.7		1.7
656	PEPREL	44.9	1.1	46.0
656	QUINCY	5.3		5.3
656	READNG	1.6		1.6
656	ROCKPT	4.5		4.5
656	ROXBRY	4.4		4.4
656	RSLNDL	2.1		2.1
656	S-BSTN	6.4		6.4
656	S-DORC	4.4		4.4
656	SALSBY	5.5		5.5
656	SHIRLY	284.2	30.1	314.3
656	SOMRVL	12.9	3.9	16.8
656	STOW--	1.7		1.7
656	SUDBRY	6.0		6.0
656	SWMSCT	1.8		1.8
656	TEWKSB	7.2	2.1	9.3
656	WAKEFD	1.6		1.6
656	WALTHM	1.5		1.5
656	WATRTN	14.6	1.4	16.0
656	WAYLND	3.1		3.1
656	WELSLY	4.2		4.2
656	WESFRD	37.2	2.1	39.3
656	WESTON	6.9		6.9
656	WILMTN	1.6		1.6
656	WINCTR	6.9		6.9
656	WINTHP	3.9		3.9
656	WRENTM	3.2		3.2
656		2992.7	214.7	3207.4
657	AMESBY	3.5		3.5
657	AYER--	188.6	14.3	202.9
657	BEDFRD		7.4	7.4
657	BELMNT	1.0		1.0
657	BOSPPR		5.3	5.3
657	BRNTRE	2.2		2.2
657	CONCRD	5.5		5.5
657	DRACUT	2.4		2.4
657	EVERET		7.4	7.4
657	FRAMHM	1.0		1.0
657	GROTON	24.2	5.3	29.5
657	HARVRD	362.0	37.7	399.7
657	LANCTR	10.9		10.9
657	LITLTN	29.9	2.6	32.5
657	LOWELL	1.1	2.6	3.7
657	MARLBO	2.2		2.2
657	N-ANDV	2.2		2.2
657	NORBRO	3.2		3.2
657	PEPREL	4.2		4.2
657	READNG	2.8		2.8
657	ROCKPT	2.2		2.2
657	SHIRLY	881.2	85.2	966.4
657	WESFRD	2.2		2.2
657		1532.5	167.8	1700.3
658	AYER--	11.4		11.4
658	BEDFRD	6.4		6.4
658	BELMNT	4.8		4.8
658	BERLIN		1.8	1.8
658	BEVRLY	3.2		3.2
658	BOLTON	9.6		9.6
658	BOSPPR	21.3		21.3
658	BOXBRO	9.0		9.0
658	BRITON	2.6		2.6
658	BRNTRE	4.1		4.1
658	CAMBRG	12.1		12.1
658	CHLMFD	2.3		2.3
658	CLINTN	53.3		53.3
658	CONCRD	.9		.9
658	E-BSTN	8.8		8.8
658	EVERET	2.6	8.1	10.7
658	FNWYJP	2.6		2.6
658	FRAMHM	2.3		2.3
658	GROTON		2.1	2.1
658	HAMLTN	4.7		4.7
658	HARVRD	18.2	8.5	26.7
658	HOPKTN	.9		.9
658	HUDSON	13.1		13.1
658	LANCTR	84.1	1.6	85.7
658	LOWELL	3.2		3.2
658	MALDEN	2.3		2.3
658	MARLBO	5.8		5.8
658	MAYNRD	4.1		4.1
658	MEDFRD	7.9		7.9
658	MILTON	3.5		3.5
658	N-DORC	3.2		3.2
658	NATICK	3.2		3.2
658	NEEDHM	2.3	7.4	9.7
658	NEWTON	2.3		2.3
658	READNG	5.0		5.0
658	S-BSTN	5.3		5.3
658	SHIRLY	530.7	12.2	542.9
658	SOUTHB	7.3		7.3
658	STON--	13.1		13.1
658	WALTHM	21.3		21.3
658	WATRTN	4.3		4.3
658	WESBRO	2.6		2.6
658	WINCTR	4.7		4.7
658	WOBURN	5.2		5.2
658		915.6	41.7	957.3
659	ABNGTN	5.2		5.2
659	ACTON-	176.4	25.3	201.7
659	AMESBY	2.7	4.4	7.1
659	ANDOVR	52.7		52.7
659	ARLNTN	71.4	2.7	74.1
659	ASHLND	3.0		3.0
659	AYER--	313.9	48.9	362.8
659	BEDFRD	58.8	2.9	61.7
659	BELMNT	56.3	11.1	67.4
659	BERLIN	5.3		5.3
659	BEVRLY	46.5	3.2	49.7
659	BILRCA	52.8	3.2	56.0
659	BOLTON	19.4	2.8	22.2
659	BOSPPR	573.3	101.3	674.6
659	BOXBRO	13.0	6.6	19.6
659	BOXFRD	1.9	1.4	3.3
659	BRGWTR	2.4		2.4
659	BRITON	59.0	32.4	91.4
659	BRNTRE	27.2	14.2	41.4
659	BROCTN	34.7	18.7	53.4
659	BROOKL	65.7		65.7
659	BURLTN	43.7		43.7
659	CAMBRG	149.5	40.6	190.1
659	CANTON	2.2	6.5	8.7
659	CARLIL	12.5	18.0	30.5
659	CHASTN	50.5	32.0	82.5
659	CHLMFD	113.9	8.2	122.1
659	CHLSEA	7.1	54.8	61.9
659	CLINTN	179.3	28.9	208.2
659	CONCRD	294.7	12.6	307.3
659	DANVRS	19.4	3.9	23.3
659	DEDHAM	21.8	13.3	35.1
659	DOVER-	5.6		5.6
659	DRACUT	8.5	9.8	18.3
659	DUNSBL	4.9		4.9
659	DUXBRY	6.5		6.5
659	E-BSTN	110.3	5.7	116.0
659	EASTON	4.2	3.2	7.4
659	ESSEX-	5.8		5.8
659	EVERET	36.0	31.2	67.2
659	FNWYJP	281.1	14.8	295.9
659	FOXBRO	19.5	4.0	23.5
659	FRAMHM	99.3	28.3	127.6
659	GEOGTN		2.6	2.6
659	GLOUCS	44.9	8.9	53.8
659	GROTON	46.7	26.2	72.9
659	HAMLTN	1.8		1.8
659	HANOVR		2.7	2.7
659	HANSON	1.2		1.2
659	HARVRD	2001.7	96.1	2097.8
659	HAVRHL	15.4	16.7	32.1
659	HINGHM	9.2		9.2
659	HULL--	20.3	1.4	21.7
659	HOLSTN	1.5		1.5
659	HOPEDL	2.7		2.7
659	HOPKTN	4.8		4.8
659	HUDSON	35.0	3.9	38.9
659	HYD-PK	30.1	6.3	36.4
659	IPSWCH	14.3		14.3
659	LANCTR	443.2	31.4	474.6
659	LAWRNC	67.3	24.5	91.8
659	LEXNTN	69.0		69.0
659	LINCLN	17.4		17.4
659	LITLTN	182.4	43.1	225.5
659	LOWELL	243.0	86.6	329.6
659	LYNFLD	26.1		26.1
659	LYNN--	47.1	8.5	55.6
659	MALDEN	26.5	9.4	35.9
659	MANCTR	12.1		12.1
659	MARBHD	38.7		38.7
659	MARLBO	88.3	19.7	108.0
659	MARSFD	7.0		7.0
659	MATAPN	9.5	6.1	15.6
659	MAYNRD	92.0	13.6	105.6
659	MEDFLD	7.5	2.5	10.0
659	MEDFRD	42.0	7.9	49.9
659	MELROS	32.4		32.4
659	MENDON	3.5		3.5
659	MERIMC	6.3		6.3
659	METHUN	15.1		15.1
659	MIDLTN	2.5		2.5
659	MILFRD	3.4		3.4
659	MILLIS	2.2	2.9	5.1
659	MILTON	18.2		18.2
659	N-ANDV	12.3		12.3
659	N-DORC	45.0	24.8	69.8
659	N-RDNG	5.5	4.4	9.9
659	NAHANT	7.3		7.3
659	NATICK	53.2	14.1	67.3
659	NEEDHM	58.7		58.7
659	NEWB--		3.0	3.0
659	NEWBPT	11.5		11.5
659	NEWTON	155.1	5.5	160.6
659	NORBRO	13.0		13.0
659	NORFLK	1.9		1.9
659	NORWEL	1.7		1.7
659	NORWOD	30.8	11.8	42.6
659	PEABDY	38.2		38.2
659	PEMBRK	7.3		7.3
659	PEPREL	7.0		7.0
659	QUINCY	61.9	6.7	68.6
659	RANDLP	1.8		1.8
659	READNG	25.2		25.2
659	REVERE	41.9	24.0	65.9
659	ROCKLD	3.3		3.3
659	ROCKPT	10.6		10.6
659	ROWLEY	4.3		4.3
659	ROXBRY	20.8	21.3	42.1
659	RSLNDL	34.3	5.9	40.2
659	S-BSTN	27.2	86.6	113.8
659	S-DORC	19.7	7.3	27.0
659	SALEM-	25.8	18.3	44.1
659	SALSBY	35.8		35.8
659	SAUGUS	28.5		28.5
659	SCITUT	10.5		10.5
659	SHARON	9.9		9.9
659	SHERBN	5.4		5.4
659	SHIRLY	482.2	58.7	540.9
659	SOMRVL	61.3	33.3	94.6
659	SOUTHB	13.2		13.2
659	STONHM	16.4		16.4
659	STOUTN	14.3	2.9	17.2
659	STOW--	15.4		15.4
659	SUDBRY	47.2	8.6	55.8
659	SWMSCT	11.6		11.6
659	TEWKSB	48.4		48.4
659	TOPSFD	11.7		11.7
659	TYNGSB	7.1		7.1
659	W-BWTR	2.1		2.1
659	WAKEFD	32.1	7.9	40.0
659	WALPOL	19.1	18.6	37.7
659	WALTHM	157.1	35.2	192.3
659	WATRTN	46.2	16.6	62.8
659	WAYLND	32.3		32.3
659	WELSLY	35.5	3.2	38.7
659	WESBRO	4.9		4.9
659	WESFRD	46.6	7.0	53.6
659	WESTON	45.2	4.1	49.3
659	WESTWD	21.8	2.7	24.5
659	WEYMTH	18.3		18.3
659	WHITMN	4.9	2.1	7.0
659	WILMTN	25.1		25.1
659	WINCTR	29.9		29.9
659	WINTHP	8.9		8.9
659	WOBURN	34.1	9.1	43.2
659		8958.5	1459.6	10418.1
660	ACTON-	6.5		6.5
660	ARLNTN	3.2		3.2
660	AYER--	18.4	.5	18.9
660	BELMNT	1.3		1.3
660	BILRCA	2.7		2.7
660	BOLTON	1.3		1.3
660	BOSPPR	6.6		6.6
660	CAMBRG	3.3		3.3
660	CARLIL		1.0	1.0
660	CLINTN	69.7	7.6	77.3
660	CONCRD	3.7		3.7
660	E-BSTN	7.1		7.1
660	FNWYJP	1.8		1.8
660	FRAMHM	.8		.8
660	GLOUCS		4.1	4.1
660	GROTON	1.6	.5	2.1
660	HARVRD	102.4		102.4
660	HUDSON	.9		.9
660	LANCTR	727.1	32.2	759.3
660	LITLTN	6.1		6.1
660	LOWELL	19.6		19.6
660	LYNFLD	3.2		3.2
660	MARLBO	.9		.9
660	MAYNRD	5.3		5.3
660	NAHANT	1.3		1.3
660	NEWTON	1.5		1.5
660	NORBRO	4.6		4.6
660	PEPREL	2.8		2.8
660	ROXBRY	5.1		5.1
660	RSLNDL	1.5		1.5
660	S-BSTN	.9		.9
660	SHIRLY	301.4	6.5	307.9
660	STOW--	4.9		4.9
660	SUDBRY	1.6		1.6
660	WALPOL	3.2		3.2
660	WALTHM	4.4		4.4
660	WESBRO	1.3		1.3
660	WESFRD	1.1		1.1
660	WESTON	1.5		1.5
660		1330.6	52.4	1383.0

TABLE C-2 (continued)

STATION	TOWN	AUTOS	TRUCKS	TOTAL VEHICLES
661	ACTON-	2.6		2.6
661	ASHLND	7.3		7.3
661	AYER--	2.5		2.5
661	BERLIN	6.5	3.8	10.3
661	BOLTON	70.4		70.4
661	BOSPPR	5.4	2.6	8.0
661	BRITON	4.7		4.7
661	BROOKL	2.1		2.1
661	CAMBRG		2.9	2.9
661	CLINTN	741.7	89.0	830.7
661	DOVER-	2.7		2.7
661	FNWYJP	2.6		2.6
661	FOXBRD	7.1		7.1
661	FRAMHM	76.3	28.0	104.3
661	FRNKLN	6.0		6.0
661	HARVRD	18.7	11.3	30.0
661	HOLSTN	7.0		7.0
661	HOPKTN	21.5		21.5
661	HUDSON	115.2	27.7	142.9
661	LANCTR	885.4	105.3	990.7
661	MARBHD	2.0		2.0
661	MARLBD	103.3	6.4	109.7
661	MARSFD	2.3		2.3
661	MAYNRD	14.6	13.9	28.5
661	MEDFLD	2.9		2.9
661	MEDWAY	2.2		2.2
661	MENDON	4.5		4.5
661	MILFRD	4.9		4.9
661	NATICK	26.6	2.9	29.5
661	NEEDHM	4.6		4.6
661	NEWTON	9.5		9.5
661	NORBRD	22.9		22.9
661	PEPREL	2.7		2.7
661	ROCKLD	7.6		7.6
661	S-BSTN		1.4	1.4
661	SAUGUS	2.6		2.6
661	SHIRLY	18.5		18.5
661	SOUTHB	2.7		2.7
661	STOUIN	2.2		2.2
661	STOW--	21.4	5.5	26.9
661	SUDBRY	12.8		12.8
661	WALPOL		1.1	1.1
661	WALTHM	13.3	3.7	17.0
661	WATRTN	3.4	3.8	7.2
661	WAYLND	14.6		14.6
661	WELSLY	2.5		2.5
661	WESBRD	15.0		15.0
661	WINCTR	2.8		2.8
661	WRENTN	4.7		4.7
661		2312.8	309.3	2622.1
662	ABNGTN		.3	.3
662	ACTON-	1.9		1.9
662	AMESBY	3.5		3.5
662	ANDOVR	2.8		2.8
662	ARLNTN	2.8		2.8
662	AYER--	8.1	3.0	11.1
662	BEDFRD	2.3		2.3
662	BERLIN	55.3	19.6	74.9
662	BILRCA	2.9		2.9
662	BOLTON	34.1		34.1
662	CLINTN	1381.9	68.4	1450.3
662	CONCRD	10.8		10.8
662	E-BSTN	5.7		5.7
662	FNWYJP	3.5		3.5
662	FRAMHM	15.9		15.9
662	GEOGTN	5.5		5.5
662	GROTON	12.0		12.0
662	HARVRD	45.7		45.7
662	HUDSON	47.2	4.9	52.1
662	LANCTR	271.6	16.9	288.5
662	LITLTN	17.6		17.6
662	LOWELL	5.7		5.7
662	MALDEN	2.4		2.4
662	MARLBO	17.9		17.9
662	MAYNRD	2.6		2.6
662	N-ANDV	5.1		5.1
662	N-DORC	3.4		3.4
662	NEWTON	3.1		3.1
662	NORBRG	2.1		2.1
662	NORBRD	11.8		11.8
662	PEPREL	4.9		4.9
662	ROWLEY		2.9	2.9
662	SHARON	2.3		2.3
662	SHIRLY	11.6		11.6
662	STOW--	15.9		15.9
662	SUDBRY	3.4	.3	3.7
662	TEWKSB	1.9		1.9
662	WALTHM	2.3		2.3
662	WAYLND	7.4	2.5	9.9
662	WESBRO	11.8		11.8
662	WESFRD	2.5		2.5
662	WILMTN	5.8		5.8
662		2055.0	118.8	2173.8
663	BEDFRD	.5		.5
663	BERLIN	7.8	4.0	11.8
663	BOLTON	7.2	1.0	8.2
663	BOSPPR	.5		.5
663	BRGWTR	.5		.5
663	BRITON	.5		.5
663	BROOKL	.5		.5
663	CAMBRG	.5		.5
663	CLINTN	570.2	29.0	599.2
663	CONCRD	5.4		5.4
663	HARVRD	14.6		14.6
663	HOLSTN			
663	HUDSON	9.5		9.5
663	LANCTR	50.2	10.0	60.2
663	LEXNTN	.5		.5
663	LITLTN	3.7		3.7
663	LOWELL	.5		.5
663	MARLBO	13.8		13.8
663	MAYNRD	.5		.5
663	N-DCRC	2.1		2.1
663	NATICK	.5		.5
663	NEWTON	.5		.5
663	SHIRLY	4.9	1.0	5.9
663	TYNGSB	.5		.5
663	WALPOL	.5		.5
663	WESTON	1.9		1.9
663	WHITMN	9.0		9.0
663		706.8	45.0	751.8
664	ANDOVR	2.0		2.0
664	AYER--	5.8	3.0	8.8
664	BEDFRD	1.5		1.5
664	BERLIN	5.8		5.8
664	BILRCA	1.4		1.4
664	BOLTON	11.4		11.4
664	BOSPPR	3.1		3.1
664	BRITON	1.6		1.6
664	CHASTN	2.2		2.2
664	CLINTN	294.8	17.0	311.8
664	FNWYJP	1.5		1.5
664	FRAMHM	1.8		1.8
664	GROTON	2.0		2.0
664	HARVRD	49.5		49.5
664	HUDSON	7.0		7.0
664	LANCTR	215.5	10.5	226.0
664	LINCLN	1.6		1.6
664	LOWELL	6.4	2.5	8.9
664	NEEDHM	2.0		2.0
664	PEPREL	1.6		1.6
664	SHIRLY	8.8		8.8
664	SOMRVL	1.4		1.4
664	STOW--	1.5		1.5
664	TYNGSB	1.6		1.6
664	WELSLY	1.5		1.5
664	WILMTN	2.7		2.7
664		636.0	33.0	669.0
665	ACTON-	5.8		5.8
665	ANDOVR	8.2		8.2
665	ARLNTN	3.4		3.4
665	AYER--	11.8		11.8
665	BEDFRD	3.8		3.8
665	BELMNT	1.1		1.1
665	BERLIN	13.3	2.2	15.5
665	BILRCA	.9		.9
665	BOLTON	36.5		36.5
665	BOSPPR	4.4	2.3	6.7
665	BOXBRO	2.1		2.1
665	BRGWTR		2.0	2.0
665	CAMBRG	4.2		4.2
665	CHLMFD	13.5		13.5
665	CLINTN	1292.3	131.8	1424.1
665	CONCRD	11.7		11.7
665	EVERET	1.9		1.9
665	FNWYJP	2.8		2.8
665	GROTON	20.7		20.7
665	HARVRD	140.5	38.1	178.6
665	HAVRHL	14.0		14.0
665	HOLSTN	.9		.9
665	HUDSON	19.6		19.6
665	IPSWCH	7.2		7.2
665	LANCTR	106.8	4.6	111.4
665	LAWRNC	18.4	11.1	29.5
665	LEXNTN	3.6		3.6
665	LITLTN	20.4		20.4
665	LOWELL	72.8	47.1	119.9
665	MARLBD	7.9		7.9
665	MAYNRD	23.8		23.8
665	MEDFRD	2.2		2.2
665	METHUN	1.8		1.8
665	N-ANDV	1.9		1.9
665	NATICK	1.1		1.1
665	PEABDY	1.6		1.6
665	PEPREL	7.0	7.2	14.2
665	REVERE	3.7		3.7
665	SALSBY	6.1		6.1
665	SHIRLY	14.7	8.3	23.0
665	STOW--	1.9		1.9
665	SUDBRY	2.4		2.4
665	TEWKSB	3.1		3.1
665	WALTHM	1.9		1.9
665	WENHAM	2.8		2.8
665	WESFRD	18.4		18.4
665	WESTON	2.4		2.4
665	WINCTR	9.1		9.1
665	WOBURN	3.7		3.7
665		1960.1	254.7	2214.8
666	ARLNTN	4.5		4.5
666	AYER--	31.0	24.4	55.4
666	BEDFRD	8.8		8.8
666	BERLIN	36.1	2.7	38.8
666	BILRCA	10.7		10.7
666	BOLTON	60.7	6.7	67.4
666	BOXBRD	8.9		8.9
666	BRITON	6.5		6.5
666	CARLIL	5.5		5.5
666	CNLMFD	11.2	2.7	13.9
666	CLINTN	2653.9	315.2	2969.1
666	CONCRD	8.2	9.7	17.9
666	DRACUT	4.2		4.2
666	DUNSBL	5.1		5.1
666	FRAMHM	3.2		3.2
666	GROTON	14.0	3.1	17.1
666	HARVRD	266.6	17.7	284.3
666	HAVRHL	19.6		19.6
666	HUDSON	17.1		17.1
666	LANCTR	262.5	2.8	265.3
666	LAWRNC	22.6	17.8	40.4
666	LITLTN	5.4	3.7	9.1
666	LOWELL	68.9	10.9	79.8
666	MAYNRD	8.8		8.8
666	MERIMC	3.7		3.7
666	METHUN	15.9		15.9
666	NEWB--	4.2		4.2
666	NORBRG	4.1		4.1
666	PEPREL	8.0		8.0
666	QUINCY	4.0		4.0
666	ROCKPT	3.2		3.2
666	SHIRLY	34.9		34.9
666	STOW--	8.9		8.9
666	SUDBRY	9.3		9.3
666	TEWKSB	12.5		12.5
666	UXBRDG	8.3		8.3
666	WALTHM	18.5		18.5
666	WAYLND	3.6		3.6
666	WESBRD	5.3	5.1	10.4
666	WESFRD	17.7	9.3	27.0
666		3706.1	431.8	4137.9
667	ACTON-	8.3		8.3
667	ARLNTN	7.2		7.2
667	ASHLND	2.2		2.2
667	BEDFRD	1.8		1.8
667	BERLIN	48.7	8.2	56.9
667	BILRCA	2.6		2.6
667	BOLTON	16.1		16.1
667	BOSPPR	20.2		20.2
667	BOXBRO	1.8		1.8
667	BRITON	4.7		4.7
667	BRNTRE	5.0		5.0
667	BURLTN	8.2		8.2
667	CAMBRG	18.1		18.1
667	CHASTN	2.6		2.6
667	CLINTN	21.4		21.4
667	CONCRD	33.8		33.8
667	DANVRS	3.2		3.2
667	E-BSTN	2.8		2.8
667	EVERLT	2.5		2.5
667	FNWYJP	14.8		14.8
667	FRAMHM	68.2		68.2
667	HAVRHL	2.2		2.2
667	HOLSTN	2.4	2.3	4.7
667	HOPKTN	10.3		10.3
667	HUDSON	232.9	23.6	256.5
667	LANCTR	10.1		10.1
667	LEXNTN	5.4		5.4
667	LINCLN	2.2		2.2
667	LOWELL	7.2	18.5	25.7
667	MALDEN	10.9	3.5	14.4
667	MARBHD	5.2		5.2
667	MARLBD	869.4	92.3	961.7
667	MATAPN	2.6		2.6
667	MAYNRD	34.5	4.7	39.2
667	MEDFRD	2.0		2.0
667	MILFRD	2.6		2.6
667	N-RONG	2.8		2.8
667	NATICK	5.2		5.2
667	NEEDHM	2.0		2.0
667	NEWTON	7.4		7.4
667	NORBRG	2.5		2.5
667	NORBRO	2043.3	173.2	2216.5
667	QUINCY	2.6		2.6
667	READNG	4.5		4.5
667	REVERE	3.8		3.8
667	ROCKPT	2.1		2.1
667	RSLNDL	2.2		2.2
667	S-BSTN	5.7		5.7
667	SOMRVL	7.2		7.2
667	SOUTNB	52.1		52.1
667	STOW--	4.4		4.4
667	SUDBRY	73.8	8.2	82.0
667	WAKEFD	7.1		7.1
667	WALTHM	43.0		43.0
667	WATRTN	2.6		2.6
667	WAYLND	47.6	4.7	52.3
667	WESBRD	194.6	13.5	208.1
667	WESTON	7.4		7.4
667	WINCTR	5.3		5.3
667		4023.3	352.7	4376.0
668	ABNGTN	3.4	4.4	7.8
668	ACTON-	2.7	13.9	16.6
668	ANDOVR	8.8		8.8
668	ARLNTN	24.2		24.2
668	ASHLND	306.1	58.1	364.2
668	AVON--	5.1	4.1	9.2
668	AYER--	2.3		2.3
668	BEDFRD	12.3		12.3
668	BELMNT	52.1		52.1
668	BERLIN	23.1	7.1	30.2
668	BEVRLY	22.4		22.4
668	BILRCA	2.6		2.6
668	BOLTON	6.3		6.3
668	BOSPPR	934.1	101.1	1035.2
668	BOXBRO	2.0		2.0
668	BRGWTR	5.0		5.0
668	BRITON	205.1	30.1	235.2
668	BRNTRE	30.5	17.2	47.7
668	BROCTN	79.0	13.7	92.7
668	BROOKL	139.7		139.7
668	BURLTN	8.6		8.6
668	CAMBRG	178.4	17.6	196.0
668	CANTON	8.6		8.6
668	CARLIL	3.7		3.7
668	CHASTN	68.6	10.5	79.1
668	CHLSEA	13.3	2.8	16.1
668	COHAST	15.9		15.9
668	CONCRD	39.5	4.1	43.6
668	DANVRS	9.7		9.7
668	DEDHAM	76.3	1.7	78.0
668	DOVER-	13.4		13.4
668	DUXBRY	4.2		4.2
668	E-BSTN	120.7	10.2	130.9
668	EASTON	2.6		2.6
668	EVERET	31.2	23.0	54.2
668	FNWYJP	468.5	9.1	477.6
668	FOXBRO	21.0		21.0
668	FRAMHM	1965.6	266.8	2232.4
668	FRNKLN	5.8		5.8
668	GLOUCS	22.6	7.3	29.9
668	GROVLD	5.7		5.7
668	HANOVR	5.2		5.2
668	HANSON	3.4	4.7	8.1
668	HARVRD	10.7		10.7
668	HINGHM	25.1	13.3	38.4
668	HULL--	188.0		188.0
668	HOLBRK	2.9		2.9
668	HOLSTN	72.8		72.8
668	HOPKTN	213.3	22.6	235.9
668	HUDSON	227.9	39.6	267.5
668	HYD-PK	27.3	10.0	37.3
668	IPSWCH	8.4		8.4
668	LANCTR	3.9		3.9
668	LAWRNC	19.2		19.2
668	LEXNTN	23.6	11.5	35.1
668	LINCLN		5.3	5.3
668	LITLTN		8.0	8.0
668	LOWELL	3.4		3.4
668	LYNFLD	19.3		19.3
668	LYNN--	58.0	4.4	62.4
668	MALDEN	37.9		37.9
668	MARBHD	15.8		15.8
668	MARLBO	791.7	70.4	862.1
668	MARSFD	27.7		27.7
668	MATAPN	29.8		29.8
668	MAYNRD	40.5	6.6	47.1
668	MEDFLD	33.1	4.7	37.8
668	MEDFRD	51.2		51.2

TABLE C-2 (continued)

STATION	TOWN	AUTOS	TRUCKS	TOTAL VEHICLES
668	MEDWAY	15.7		15.7
668	MELROS	12.5		12.5
668	METHUN	12.0		12.0
668	MILFRD	27.6		27.6
668	MILLIS	4.9		4.9
668	MILTON	27.9	11.2	39.1
668	N-ANDV	7.1		7.1
668	N-DORC	102.1	22.4	124.5
668	N-RDNG	4.5		4.5
668	NATICK	365.4	45.9	411.3
668	NEEDHM	168.9	30.8	199.7
668	NEWBPT	23.9		23.9
668	NEWTON	285.8	42.5	328.3
668	NORBRO	1481.5	145.1	1626.6
668	NORWOD	31.8	4.4	36.2
668	PEABDY	18.6		18.6
668	PEPREL	2.3		2.3
668	QUINCY	46.3	32.6	78.9
668	RANDLP	3.4		3.4
668	READNG	27.2	11.2	38.4
668	REVERE	71.4	4.1	75.5
668	ROCKLD	6.8		6.8
668	ROCKPT	13.5		13.5
668	ROWLEY	6.8		6.8
668	ROXBRY	60.5	19.4	79.9
668	RSLNDL	72.2	16.3	88.5
668	S-BSTN	103.6	105.9	209.5
668	S-DORC	18.0		18.0
668	SALEM-	11.9	29.4	41.3
668	SALSBY	6.1		6.1
668	SAUGUS	27.6		27.6
668	SCITUT	27.0		27.0
668	SHARON	6.7		6.7
668	SHERBN	6.5		6.5
668	SOMRVL	53.9	38.9	92.8
668	SOUTHB	424.1	34.8	458.9
668	STONHM	13.4		13.4
668	STOUTN	10.1		10.1
668	STOW--	13.1		13.1
668	SUDBRY	52.7		52.7
668	SWMSCT	6.2		6.2
668	TOPSFD	4.3		4.3
668	UPTON-	38.5		38.5
668	W-NBRY	4.0		4.0
668	WAKEFD	13.9		13.9
668	WALPOL	23.7	4.1	27.8
668	WALTHM	208.4	25.4	233.8
668	WATRTN	62.0	17.4	79.4
668	WAYLND	95.1		95.1
668	WELSLY	246.1	52.0	298.1
668	WESBRO	3613.9	329.7	3943.6
668	WESTON	44.0		44.0
668	WESTWD	18.5	2.8	21.3
668	WEYMTH	31.9		31.9
668	WHITMN	2.6		2.6
668	WILMTN	13.0		13.0
668	WINCTR	23.8		23.8
668	WINTHP	5.1		5.1
668	WOBURN	34.0	19.6	53.6
668		15055.1	1849.8	16904.9
669	ABNGTN	11.7		11.7
669	ACTON-	33.7	20.6	54.3
669	AMESBY	2.4	6.8	9.2
669	ANDOVR	2.8	13.3	16.1
669	ARLNTN	7.1	18.9	26.0
669	ASHLND	162.1	14.4	176.5
669	AVON--	4.7		4.7
669	AYER--	12.3		12.3
669	BEDFRD	17.6	8.0	25.6
669	BELGHM	3.2		3.2
669	BELMNT	24.5		24.5
669	BERLIN	52.8	20.2	73.0
669	BEVRLY	6.6		6.6
669	BILRCA	13.5	2.6	16.1
669	BOLTON	18.7	13.7	32.4
669	BOSPPR	352.7	439.4	792.1
669	BRITON	31.0	111.6	142.6
669	BRNTRE	3.6	14.0	17.6
669	BROCTN	15.9	31.6	47.5
669	BROOKL	65.5	9.5	75.0
669	BURLTN	25.6	7.2	32.8
669	CAMBRG	92.4	165.3	257.7
669	CANTON	6.5	5.3	11.8
669	CARLIL	2.8		2.8
669	CHASTN	47.1	27.2	74.3
669	CHLMFD	11.5		11.5
669	CHLSEA	6.2	30.7	36.9
669	CLINTN	7.4	4.7	12.1
669	CONCRD	39.2	22.6	61.8
669	DANVRS	4.7		4.7
669	DEDHAM	34.0	7.1	41.1
669	DOVER-		3.9	3.9
669	DRACUT		3.6	3.6
669	E-BSTN	41.8	121.2	163.0
669	EASTON	7.7		7.7
669	EVERET	28.8	71.4	100.2
669	FNWYJP	177.9	67.6	245.5
669	FRAMHM	615.6	288.2	903.8
669	FRNKLN	3.0		3.0
669	GLOUCS	20.3	17.8	38.1
669	HALIFX	3.4		3.4
669	HARVRD	11.8		11.8
669	HAVRHL		17.5	17.5
669	HINGHM	16.9		16.9
669	HULL--	56.2		56.2
669	HOLBRK	8.3	6.7	15.0
669	HOLSTN	7.7		7.7
669	HOPKTN	37.1	7.2	44.3
669	HUDSON	225.0	51.4	276.4
669	HYD-PK	13.5	39.9	53.4
669	IPSWCH	3.2	5.9	9.1
669	LAWRNC	10.3	30.8	41.1
669	LEXNTN	23.1		23.1
669	LINCLN	7.0		7.0
669	LITLTN	9.2		9.2
669	LOWELL	45.6	66.3	111.9
669	LYNFLD	16.7		16.7
669	LYNN--	38.8	23.5	62.3
669	MALDEN	49.1	23.7	72.8
669	MANCTR		3.5	3.5
669	MARBHD	8.8	6.6	15.4
669	MARLBD	584.5	155.3	739.8
669	MARSFD	8.1		8.1
669	MAYNRD	54.3	16.7	71.0
669	MEDFLD	3.3		3.3
669	MEDFRD	22.1	94.9	117.0
669	MELROS	7.3		7.3
669	METHUN	3.3		3.3
669	MILFRD	14.0		14.0
669	MILTON	18.5	7.4	25.9
669	N-ANDV	3.2	9.6	12.8
669	N-DORC	37.6	25.0	62.6
669	NAHANT	2.8		2.8
669	NATICK	147.9	121.5	269.4
669	NEEDHM	84.9	11.6	96.5
669	NEWBPT	10.0		10.0
669	NEWTON	133.5	17.2	150.7
669	NORBRG	14.6		14.6
669	NORBRO	1280.9	232.3	1513.2
669	NORWEL	7.3		7.3
669	NORWOD	11.3	9.5	20.8
669	PEABDY	15.4	38.8	54.2
669	PEPREL	5.1		5.1
669	QUINCY	44.0	7.7	51.7
669	READNG	4.7	3.5	8.2
669	REVERE	58.1	6.5	64.6
669	ROCKPT	6.6		6.6
669	ROXBRY	55.1	79.5	134.6
669	RSLNDL	16.9		16.9
669	S-BSTN	57.1	233.4	290.5
669	S-DORC	13.0	13.1	26.1
669	SALEM-	5.9	4.8	10.7
669	SALSBY	13.8		13.8
669	SCITUT	2.5		2.5
669	SHERBN	3.4	6.0	9.4
669	SOMRVL	23.0	107.5	130.5
669	SOUTHB	132.5	53.7	186.2
669	STOW--	22.5	24.3	46.8
669	SUDBRY	148.4	14.2	162.6
669	TEWKSB	4.1		4.1
669	UXBRDG	9.1		9.1
669	W-BWTR	3.3		3.3
669	W-NBRY		6.0	6.0
669	WAKEFD	3.1	5.3	8.4
669	WALPOL	3.9	88.9	92.8
669	WALTHM	107.1	48.4	155.5
669	WATRTN	27.7	11.2	38.9
669	WAYLND	44.2	6.9	51.1
669	WELSLY	85.6	7.8	93.4
669	WESBRO	735.7	120.5	856.2
669	WESFRD	4.4		4.4
669	WESTON	16.1	4.2	20.3
669	WESTWD	18.0		18.0
669	WEYMTH	24.0	8.6	32.6
669	WILMTN	9.8	16.6	26.4
669	WINCTR	10.8		10.8
669	WINTHP	2.8	3.6	6.4
669	WOBURN	8.8	170.8	179.6
669		6802.5	3644.2	10446.7
670	ASHLND	28.0		28.0
670	BELMNT	5.2		5.2
670	BRITON	5.4		5.4
670	BROOKL	1.7		1.7
670	CHASTN	8.9		8.9
670	FNWYJP	6.4		6.4
670	FOXBRO	2.6		2.6
670	FRAMHM	26.8	2.0	28.8
670	GLOUCS	3.8		3.8
670	HULL--	1.4		1.4
670	HOLSTN	1.4		1.4
670	HOPKTN	60.4	12.5	72.9
670	MARLBD	12.4		12.4
670	MEDWAY	5.9		5.9
670	MILFRD	1.4		1.4
670	N-DORC	5.6		5.6
670	NATICK	1.4		1.4
670	NEEDHM	5.2		5.2
670	NORBRG	20.3	2.3	22.6
670	RSLNDL	7.3		7.3
670	SOUTHB	23.3	5.6	28.9
670	STOW--		4.4	4.4
670	SUDBRY	3.6		3.6
670	WALTHM	7.3		7.3
670	WAYLND	9.9		9.9
670	WELSLY	1.8		1.8
670	WESBRO	1227.2	57.7	1284.9
670	WESTWD	3.5		3.5
670		1488.1	84.5	1572.6
671	ABNGTN	22.4		22.4
671	ACTON-	63.9	22.6	86.5
671	AMESBY	26.1	6.7	32.8
671	ANDOVR	99.4	10.4	109.8
671	ARLNTN	183.9	9.6	193.5
671	ASHLND	87.7	57.0	144.7
671	AVON--	5.1	3.5	8.6
671	AYER--	2.4	5.9	8.3
671	BEDFRD	78.2	10.9	89.1
671	BELGHM	2.0		2.0
671	BELMNT	180.8	7.9	188.7
671	BEVRLY	107.2	16.6	123.8
671	BILRCA	52.0	13.8	65.8
671	BOLTON	3.0		3.0
671	BOSPPR	1973.4	314.8	2288.2
671	BOXFRD	6.2		6.2
671	BRGWTR	12.5		12.5
671	BRITON	285.9	57.7	343.6
671	BRNTRE	109.7	15.3	125.0
671	BROCTN	124.3	30.2	154.5
671	BROOKL	325.7	26.0	351.7
671	BURLTN	64.1	20.0	84.1
671	CAMBRG	666.9	184.1	851.0
671	CANTON	47.4	26.7	74.1
671	CARLIL	6.1		6.1
671	CHASTN	78.3	47.9	126.2
671	CHLMFD	24.0		24.0
671	CHLSEA	35.4	22.7	58.1
671	COHAST	40.1		40.1
671	CONCRD	129.6	2.5	132.1
671	DANVRS	89.7	9.8	99.5
671	DEDHAM	178.3		178.3
671	DOVER-	33.1		33.1
671	DRACUT	10.6		10.6
671	DUXBRY	50.2		50.2
671	E-BSTN	118.1	62.0	180.1
671	E-BWTR	6.5		6.5
671	EASTON	17.6	3.3	20.9
671	ESSEX-	15.1		15.1
671	EVERET	78.1	18.5	96.6
671	FNWYJP	662.2	57.2	719.4
671	FOXBRO	13.4	6.7	20.1
671	FRAMHM	971.3	151.8	1123.1
671	FRNKLN	11.7	5.4	17.1
671	GEOGTN	6.8		6.8
671	GLOUCS	153.6	30.3	183.9
671	GROTON	4.4		4.4
671	GROVLD	2.4		2.4
671	HALIFX	5.6		5.6
671	HAMLTN	16.8		16.8
671	HANOVR	20.3	7.4	27.7
671	HANSON	4.8		4.8
671	HARVRD	6.8		6.8
671	HAVRHL	78.9	2.9	81.8
671	HINGHM	84.7	7.2	91.9
671	HULL--	74.8	2.7	77.5
671	HOLBRK	28.4		28.4
671	HOLSTN	34.3	9.8	44.1
671	HOPEDL	3.9		3.9
671	HOPKTN	13.2	2.0	15.2
671	HUDSON	26.4	9.3	35.7
671	HYD-PK	98.6	36.2	134.8
671	IPSWCH	34.2	5.2	39.4
671	LAWRNC	140.0	25.4	165.4
671	LEXNTN	167.4	7.2	174.6
671	LINCLN	16.9	3.2	20.1
671	LITLTN	10.1		10.1
671	LOWELL	153.7	51.1	204.8
671	LYNFLD	59.6		59.6
671	LYNN--	237.7	50.6	288.3
671	MALDEN	89.3	33.6	122.9
671	MANCTR	23.9	9.9	33.8
671	MARBHD	102.5	3.2	105.7
671	MARLBD	60.6	14.7	75.3
671	MARSFD	92.2	17.7	109.9
671	MATAPN	66.2	8.2	74.4
671	MAYNRD	21.3		21.3
671	MEDFLD	55.4	9.1	64.5
671	MEDFRD	141.1	44.6	185.7
671	MEDWAY	3.1		3.1
671	MELROS	87.0	8.4	95.4
671	MENDON		1.2	1.2
671	MERIMC	3.0		3.0
671	METHUN	24.9	5.6	30.5
671	MIDLTN		6.0	6.0
671	MILLIS	6.4		6.4
671	MILTON	104.2		104.2
671	N-ANDV	17.8	5.8	23.6
671	N-DORC	134.4	56.5	190.9
671	N-RDNG	22.0	2.9	24.9
671	NAHANT	10.4		10.4
671	NATICK	354.3	81.3	435.6
671	NEEDHM	267.8	35.4	303.2
671	NEWB--	7.4		7.4
671	NEWBPT	35.3		35.3
671	NEWTON	742.3	11.4	753.7
671	NORBRG	2.5		2.5
671	NORFLK	2.4		2.4
671	NORWEL	14.1		14.1
671	NORWOD	105.0		105.0
671	PEABDY	80.8	24.0	104.8
671	PEMBRK	18.9		18.9
671	PEPREL		2.2	2.2
671	QUINCY	298.0	53.8	351.8
671	RANDLP	47.5	3.1	50.6
671	READNG	114.5	2.3	116.8
671	REVERE	56.0	21.6	77.6
671	ROCKLD	23.6		23.6
671	ROCKPT	95.8		95.8
671	ROWLEY	11.8	3.5	15.3
671	ROXBRY	196.3	90.4	286.7
671	RSLNDL	136.1	15.4	151.5
671	S-BSTN	121.4	212.3	333.7
671	S-DORC	66.6	14.9	81.5
671	SALEM-	109.2	17.6	126.8
671	SALSBY	15.5		15.5
671	SAUGUS	56.0	3.3	59.3
671	SCITUT	56.9		56.9
671	SHARON	50.9	2.5	53.4
671	SHERBN	14.5		14.5
671	SHIRLY		3.3	3.3
671	SOMRVL	120.2	117.2	237.4
671	SOUTHB	33.0	5.6	38.6
671	STONHM	43.5	3.9	47.4
671	STOUTN	30.7	2.0	32.7
671	STOW--	2.4		2.4
671	SUDBRY	103.8	10.3	114.1
671	SWMSCT	42.7		42.7
671	TEWKSB	18.4	8.1	26.5
671	TOPSFD	41.6	7.1	48.7
671	TYNGSB	2.8		2.8
671	UPTON-	3.4		3.4
671	W-BWTR	1.8	1.7	3.5
671	WAKEFD	41.6	17.4	59.0
671	WALPOL	54.1	27.7	81.8
671	WALTHM	376.8	102.0	478.8
671	WATRTN	184.9	69.8	254.7
671	WAYLND	137.2	5.8	143.0
671	WELSLY	359.9	6.2	366.1
671	WESBRO	12.8		12.8
671	WESFRD	8.6		8.6
671	WESTON	154.3	31.3	185.6
671	WESTWD	44.1	2.2	46.3
671	WEYMTH	111.2		111.2
671	WHITMN	21.0		21.0
671	WILMTN	38.6	8.5	47.1
671	WINCTR	98.3	5.6	103.9
671	WINTHP	48.0		48.0
671	WOBURN	135.3	27.9	163.2
671	WRENTM	7.1		7.1
671		15029.1	2764.0	17793.1
672	ARLNTN	2.7		2.7
672	ASHLND	13.6	37.2	50.8
672	BELGHM	49.1		49.1
672	BLKSTN	19.6		19.6
672	BRGWTR	8.5	6.8	15.3
672	BROCTN	5.2	2.8	8.0

TABLE C-2 (continued)

STATION	TOWN	AUTOS	TRUCKS	TOTAL VEHICLES
672	CANBRG	4.8		4.8
672	CANTON	7.2	3.9	11.1
672	CLINTN	2.8		2.8
672	DEDHAM	2.7		2.7
672	EASTON	5.1	3.0	8.1
672	FNNYJP	2.4		2.4
672	FOXBRO	240.8	2.5	242.5
672	FRAMHM	27.8	2.7	30.5
672	FRNKLN	81.3	17.4	98.7
672	HANSON	4.4		4.4
672	HOLSTN	33.3	28.1	61.4
672	HOPEDL	321.0	59.1	380.1
672	HOPKTN	54.5	2.8	57.3
672	MARSFD	4.9		4.9
672	MEDFLD	2.9		2.9
672	MEDFRD	9.8		8.0
672	MEDWAY	30.9	17.7	48.6
672	MENDON	127.3		127.3
672	MILFRD	806.4	138.3	944.7
672	MILLIS	23.2	38.4	61.6
672	N-DORC	3.3		3.3
672	NATICK	2.9		2.9
672	NEEDHM	2.8		2.8
672	NORBRG	7.5		7.5
672	NORBRO	4.9		4.9
672	NORFLK	15.8		15.8
672	NORWOD	19.7	8.7	28.4
672	PLAINV	14.5	23.3	37.8
672	QUINCY	2.8		2.8
672	ROCKLD	2.6		2.6
672	SHARON	12.0		12.8
672	STOUTN	2.8		2.8
672	UPTON-	836.3	81.0	917.3
672	UXBRDG	6.6		6.6
672	WALPOL	34.1	6.8	40.9
672	WELSLY	2.9		2.9
672	WENHAM	2.8		2.8
672	WESBRO	9.7	9.5	19.2
672	WESTWD	8.6		8.6
672	WEYMTH	3.6		3.6
672	WHITMN	3.3		3.3
672	WRENTM	40.9	16.0	56.9
672		2930.0	506.0	3436.0
673	ASHLND	50.3	3.4	53.7
673	BELGHM	9.4		9.4
673	BLKSTN	5.8		5.8
673	BOSPPR	1.8		1.8
673	CHASTN	4.2		4.2
673	E-BSTN	2.3		2.3
673	EASTON	4.6		4.6
673	FNWYJP	5.4		5.4
673	FOXBRO	24.3		24.3
673	FRAMHM	41.1		41.1
673	FRNKLN	13.2		13.2
673	HOLSTN	2.5		2.5
673	HOPEDL	60.9		60.9
673	HOPKTN	17.6		17.6
673	MARLBO	2.3		2.3
673	MARSFD	5.0		5.0
673	MEDFLD	6.6		6.6
673	MEDWAY	4.2		4.2
673	MENDON	6.3		6.3
673	MILFRD	109.5	5.0	114.5
673	MILLIS		1.7	1.7
673	NATICK	13.6	7.6	21.2
673	NORBRG	5.2		5.2
673	SHERBN	6.9		6.9
673	UPTON-	216.5	14.0	230.5
673	WALPOL	2.9		2.9
673	WATRTN	2.9		2.9
673	WHITMN			
673	WRENTM	4.5		4.5
673		629.8	31.7	661.5
674	ASHLND	9.2		9.2
674	BELGHM	5.2		5.2
674	BILRCA	3.7		3.7
674	BLKSTN	25.7	29.8	55.5
674	BOSPPR	5.8	5.5	11.3
674	CLINTN	12.6	7.0	19.6
674	FOXBRO	9.0		9.0
674	FRAMHM	6.9	3.5	10.4
674	FRNKLN	2.1		2.1
674	HARVRD	9.0		9.0
674	HOPEDL	9.8	1.1	10.9
674	LANCTR	5.2		5.2
674	LITLTN	3.8		3.8
674	MARBHD	5.5		5.5
674	MARLBO	3.4		3.4
674	MEDFLD	3.0	4.4	7.4
674	MENDON	18.8		18.8
674	MILFRD	12.0		12.0
674	MILLVL	3.8		3.8
674	N-ANDV		4.2	4.2
674	NATICK	5.2	4.4	9.6
674	NEEDHM		8.2	8.2
674	NEWB--	4.8		4.8
674	NORBRG	1994.5	340.7	2335.2
674	NORBRO	12.3		12.3
674	QUINCY	3.4		3.4
674	ROCKLD	5.6		5.6
674	S-BSTN		3.2	3.2
674	UPTON-	17.2	2.0	19.2
674	UXBRDG	413.3	52.7	466.0
674	WESBRO	21.9	3.8	25.7
674	WINCTR	3.2		3.2
674		2635.9	470.5	3106.4
675	BLKSTN	11.6		11.6
675	CLINTN	3.1		3.1
675	HARVRD	2.4		2.4
675	HOPEDL	2.4		2.4
675	HOPKTN	7.0		7.0
675	LOWELL	2.3		2.3
675	MILFRD	4.8		4.8
675	MILLIS	2.2		2.2
675	MILLVL	3.0		3.0
675	NATICK	4.8		4.8
675	NORBRG	595.3	14.7	610.0
675	NORBRO	2.2		2.2
675	SOMRVL	2.3		2.3
675	SUDBRY	3.1		3.1
675	UPTON-	10.3		10.3
675	UXBRDG	90.8	6.0	96.8
675		747.6	20.7	768.3
676	ASHLND	9.8		9.0
676	BLKSTN		1.1	1.1
676	FOXBRO	1.9		1.9
676	FRAMHM	14.8		14.8
676	FRNKLN	4.4		4.4
676	GLOUCS	3.6		3.6
676	HOLSTN	3.8		3.8
676	HOPEDL	5.3		5.3
676	HOPKTN	5.3		5.3
676	MENDON	6.2		6.2
676	MILFRD	3.5		3.5
676	NATICK	7.0		7.0
676	NORBRG	639.2	39.7	678.9
676	S-BSTN	3.3		3.3
676	SOMRVL	2.0		2.0
676	SUDBRY	1.9		1.9
676	UPTON-	15.0		15.0
676	UXBRDG	34.7		34.7
676	WESBRO	4.1		4.1
676		765.0	40.8	805.8
677	BLKSTN	7.8		7.8
677	CHASTN	3.8		3.8
677	FOXBRO	1.9		1.9
677	HOPEDL	1.9		1.9
677	MENDON	2.9		2.9
677	MILFRD	1.7		1.7
677	MILLIS		2.1	2.1
677	MILLVL	2.6		2.6
677	NEEDHM	2.2		2.2
677	NORBRG	1280.9	81.2	1362.1
677	UPTON-	8.1		8.1
677	UXBRDG	296.9	27.4	324.3
677	WHITMN	2.4		2.4
677		1613.1	110.7	1723.8
678	ASHLND	9.0		9.0
678	FOXBRO	3.3		3.3
678	FRAMHM	5.5		5.5
678	FRNKLN	3.0		3.8
678	HOPEDL	14.6		14.6
678	MENDON	26.8		26.8
678	MILFRD	12.1		12.1
678	MILLVL	2.7		2.7
678	NORBRG	1169.3	50.4	1219.7
678	S-BSTN	2.0		2.0
678	UPTON-	6.5		6.5
678	UXBRDG	48.0	1.1	49.1
678		1302.8	51.5	1354.3
679	ASHLND	17.2	17.7	34.9
679	BOSPPR	2.1		2.1
679	BROCTN	2.0		2.8
679	E-BSTN	4.0		4.0
679	FRAMHM	15.5		15.5
679	GLOUCS	1.6		1.6
679	HOLSTN	1.7		1.7
679	HOPEDL		1.8	1.8
679	HOPKTN	4.7		4.7
679	MARLBO	3.5		3.5
679	MEDFRD		2.1	2.1
679	MEDWAY	1.8		1.8
679	MILFRD	9.7		9.7
679	NATICK	1.0		1.0
679	NEWTON	1.1		1.1
679	NORBRG	1237.0	148.7	1385.7
679	UPTON-	40.3	8.8	49.1
679	UXBRDG	53.9	7.3	61.2
679	WESBRO	13.1		13.1
679	WESTON	1.0		1.0
679	WEYNTH	1.6		1.6
679	WINCTR	4.7		4.7
679		1417.5	186.4	1603.9
680	BELGHM	9.0		9.8
680	BERLIN	2.2		2.2
680	BLKSTN	88.8	15.2	104.0
680	CLINTN	8.5		8.5
680	CONCRD		4.8	4.8
680	DUNSBL	2.1		2.1
680	FOXBRO	2.5		2.5
680	FRNKLN	3.5		3.5
680	HOPEDL	2.2		2.2
680	HUDSON	2.2		2.2
680	LYNFLD	7.9		7.9
680	MEDWAY	5.1		5.1
680	MENDON	16.5		16.5
680	MILFRD	21.8	1.9	23.7
680	MILLIS		4.5	4.5
680	MILLVL	46.8	2.4	49.2
680	N-DORC	1.2		1.2
680	NORBRG	25.6		25.6
680	PLAINV	12.7		12.7
680	SCITUT	2.1		2.1
680	SHARON	3.8	3.8	7.6
680	UXBRDG	567.3	34.5	601.8
680	WALTHM		3.6	3.6
680	WELSLY	5.1		5.1
680	WESBRO	1.3		1.3
680		838.2	70.7	908.9
681	ASHLND	3.4		3.4
681	BELGHM	2.1	1.0	3.1
681	BLKSTN		2.1	2.1
681	BOSPPR	2.1		2.1
681	BRNTRE	2.7		2.7
681	BROCTN	4.0		4.8
681	E-BSTN	2.5		2.5
681	FOXBRO	13.3		13.3
681	FRAMHM	11.7		11.7
681	FRNKLN	12.7	1.6	14.3
681	HOLSTN	7.8		7.8
681	HOPEDL	45.0		45.0
681	HYD-PK	2.5		2.5
681	MEDFRD		1.0	1.0
681	MEDWAY	2.3		2.3
681	MENDON		1.0	1.0
681	MILFRD	49.9	.8	50.7
681	MILLIS	3.3		3.3
681	NEWTON	2.1	1.0	3.1
681	NORBRG	89.3	5.2	94.5
681	UXBRDG	385.6	14.5	400.1
681	WALPOL	4.2		4.2
681	WRENTM	3.4		3.4
681		649.9	28.2	678.1
682	ABNGTN	2.5		2.5
682	ACTON-	2.2		2.2
682	ARLNTN	.2		.2
682	ASHLND		2.6	2.6
682	BELGHM	2.4	2.6	5.0
682	BEVRLY	3.8		3.8
682	BLKSTN	14.7	.7	15.4
682	BOSPPR		1.7	1.7
682	BROCTN	.1		.1
682	BROOKL	3.7		3.7
682	CANTON	3.5		3.5
682	DEDHAM		.7	.7
682	FNWYJP	15.9		15.9
682	FRAMHM	5.8		5.8
682	FRNKLN	7.6	2.6	10.2
682	HOPEDL	23.9	2.3	26.2
682	HOPKTN	3.6		3.6
682	LEXNTN		3.4	3.4
682	MALDEN	2.5		2.5
682	MENDON	11.9	7.7	19.6
682	MILFRD	48.8	19.0	67.8
682	MILLVL	20.3		20.3
682	N-DORC	6.0		6.0
682	NATICK	10.4		10.4
682	NEEDHM	3.6		3.6
682	NORBRG	11.1	2.3	13.4
682	NORWOD	5.8	4.1	9.9
682	PEABDY	3.3		3.3
682	QUINCY	2.5		2.5
682	STOUTN	6.2		6.2
682	UXBRDG	263.4	38.2	301.6
682	W-BNTR	3.6		3.6
682	WALPOL	3.4		3.4
682	WALTHM	3.4		3.4
682	WELSLY	6.9		6.9
682	WESTWD	3.6		3.6
682	WOBURN	3.7		3.7
682		510.3	87.9	598.2
683	ASHLND	1.5		1.5
683	BELGHM	1.8		1.8
683	BELMNT	1.1		1.1
683	BERLIN	1.6		1.6
683	BLKSTN	2.2	2.8	5.0
683	BOSPPR	5.2	1.9	7.1
683	CHLMFD	1.9		1.9
683	CLINTN	8.8		8.8
683	CONCRD	2.0		2.0
683	DEDHAM	2.1		2.1
683	FNWYJP	2.6		2.6
683	FRAMHM	4.9	1.1	6.0
683	GROTON	1.8		1.8
683	HARVRD	1.9	.8	2.7
683	HOLSTN	7.4		7.4
683	HOPEDL	5.8		5.8
683	HOPKTN	1.8		1.8
683	LANCTR	1.5		1.5
683	LINCLN	1.8		1.8
683	LOWELL	2.3	4.8	7.1
683	MALDEN		.8	.8
683	MARLBO	.8		.8
683	MENDON	8.5		8.5
683	METHUN	2.3		2.3
683	MILFRD	14.2	.5	14.7
683	MILLIS		3.3	3.3
683	MILLVL	9.6	2.7	12.3
683	N-ANDV	1.8		1.8
683	NATICK	3.8		3.8
683	NEWTON	1.0		1.0
683	NORBRG	123.8	5.6	129.4
683	NORBRO	1.7		1.7
683	PEPREL		2.3	2.3
683	ROXBRY	1.8		1.8
683	UPTON-	1.5		1.5
683	UXBRDG	246.7	29.5	276.2
683	WALPOL		2.2	2.2
683	WELSLY	3.8		3.8
683	WESBRO	1.0		1.0
683	WESTON	1.1		1.1
683	WESTWD	1.1		1.1
683		484.5	58.3	542.8
684	AYER--	2.3		2.3
684	BLKSTN	12.1		12.1
684	BOLTON	4.4		4.4
684	BOSPPR	8.1		8.1
684	BRITON	1.8		1.8
684	CHLMFD		2.8	2.8
684	CLINTN	24.8		24.8
684	FOXBRO	6.3		6.3
684	FRAMHM	30.0		30.0
684	GROTON		2.4	2.4
684	HARVRD	32.7		32.7
684	HOLSTN	3.3	2.1	5.4
684	HOPEDL	21.0	7.5	28.5
684	HOPKTN	10.1		10.1
684	HUDSON	17.1		17.1
684	IPSWCH	2.5		2.5
684	LANCTR	6.2		6.2
684	MARLBO	15.1	3.7	18.8
684	MENDON	28.2	6.2	34.4
684	MILFRD	75.9	8.0	83.9
684	MILLVL	73.8	2.2	76.0
684	N-DORC	3.0		3.0
684	NEWTON	2.0	3.9	5.9
684	NORBRG	455.9	30.7	486.6
684	NORBRO	30.2	2.4	32.6
684	PEPREL	4.2		4.2
684	S-BSTN	1.8		1.8
684	SHIRLY	2.3		2.3
684	SOUTHB	8.9		8.9
684	STOW--	2.0		2.0
684	SUDBRY	6.1		6.1
684	TYNGSB	3.6		3.6
684	UPTON-	27.0		27.0
684	UXBRDG	774.5	57.3	831.8
684	WESBRO	22.1	2.1	24.2

TABLE C-2 (continued)

STATION	TOWN	AUTOS	TRUCKS	TOTAL VEHICLES
684	WEYMTH	2.9		2.9
684	WILMTN	1.8		1.8
684	WOBURN	1.8		1.8
684		1725.8	131.3	1857.1
685	ASHLND	6.4		6.4
685	AYER--	3.7		3.7
685	BELGHM	30.5	5.1	35.6
685	BLKSTN	128.6	17.6	146.2
685	BOSPPR	5.7		5.7
685	BROOKL	6.4		6.4
685	CAMBRG	4.5		4.5
685	CONCRD	9.9	4.0	13.9
685	EASTON	3.7		3.7
685	FNWYJP	7.2		7.2
685	FRAMHM	27.6		27.6
685	FRNKLN	3.4	1.6	5.0
685	HANSON	3.9		3.9
685	HOLSTN	3.9		3.9
685	HOPEDL	92.6		92.6
685	HOPKTN	7.3		7.3
685	HUDSON	3.9		3.9
685	LEXNTN	7.9		7.9
685	MEDWAY	14.8		14.8
685	MENDON	40.5		40.5
685	MILFRD	45.0	4.4	49.4
685	MILLIS		1.6	1.6
685	MILLVL	431.8	19.6	451.4
685	NATICK	15.7	4.0	19.7
685	NORBRG	17.3	.8	18.1
685	UPTON-	5.8		5.8
685	UXBRDG	59.9	1.1	61.0
685	WALPOL	5.2		5.2
685	WAYLND	7.3		7.3
685	WELSLY	2.8		2.8
685	WESBRO	3.8		3.8
685	WESTON	6.5		6.5
685		1013.5	59.8	1073.3
686	BELGHM	2.7		2.7
686	BLKSTN	204.7	17.9	222.6
686	BOSPPR	4.6		4.6
686	BROCTN	2.9		2.9
686	CLINTN	7.3	5.9	13.2
686	FRAMHM	12.3		12.3
686	FRNKLN	8.1		8.1
686	HARVRD	1.8		1.8
686	HOPEDL	5.2	4.8	10.0
686	MELROS	2.9		2.9
686	MENDON	37.7	3.0	40.7
686	MILFRD	13.5	4.7	18.2
686	MILLVL	1114.6	143.9	1258.5
686	NORBRG	531.3	27.9	559.2
686	NORBRO	1.6		1.6
686	SHARON	1.8		1.8
686	SOMRVL	1.8		1.8
686	UPTON-	5.7	1.6	7.3
686	UXBRDG	937.1	73.9	1 11.0
686	WESBRO		.8	.8
686	WINCTR	2.8		2.8
686		2900.4	284.4	3184.8
687	BELGHM	.8		.8
687	BLKSTN	622.3	100.2	722.5
687	BROCTN	4.1		4.1
687	FNWYJP	3.9		3.9
687	FRAMHM	3.7		3.7
687	FRNKLN	2.9		2.9
687	HOPEDL	17.2	5.5	22.7
687	HUDSON		1.1	1.1
687	LYNFLD	2.5		2.5
687	MENDON	54.5	5.4	59.9
687	MILFRD	16.9		16.9
687	MILLVL	172.5	14.8	187.3
687	UPTON-	.8		.8
687	UXBRDG	13.6		13.6
687	WESBRO	.8		.8
687		916.5	127.0	1043.5
688	ASHLND	14.2		14.2
688	BELGHM	55.0	1.1	56.1
688	BLKSTN	627.0	62.2	689.2
688	BOSPPR	5.0		5.0
688	FNWYJP	3.2		3.2
688	FOXBRO	2.5		2.5
688	FRAMHM	7.3		7.3
688	FRNKLN	4.3	1.1	5.4
688	GLOUCS	6.4		6.4
688	HANOVR	1.1		1.1
688	HARVRD	2.5		2.5
688	HOLSTN	2.4		2.4
688	HOPEDL	162.3	8.2	170.5
688	MALDEN	1.1		1.1
688	MARLBO	5.2		5.2
688	MEDWAY	18.7		18.7
688	MENDON	131.0	6.9	137.9
688	MILFRD	144.9	6.9	151.8
688	MILLVL	17.5		17.5
688	NATICK	10.3		10.3
688	NEEDHM	9.0		9.0
688	NORBRG	9.8		9.8
688	UPTON-	14.6		14.6
688	UXBRDG	4.9		4.9
688	WAKEFD	5.2		5.2
688	WELSLY	4.2		4.2
688	WESBRO	1.6		1.6
688	WESTWD		1.7	1.7
688		1271.2	88.1	1359.3
689	BELGHM	53.0	6.1	59.1
689	BEVRLY	1.3		1.3
689	BLKSTN	346.4	38.5	384.9
689	DOVER-		.6	.6
689	FRAMHM	1.5	1.1	2.6
689	FRNKLN	4.0		4.0
689	HOLSTN	2.7		2.7
689	HOPEDL	10.2		10.2
689	MARLBO	1.0		1.0
689	MEDFLD	1.7		1.7
689	MENDON	12.9	1.1	14.0
689	MILFRD	3.9		3.9
689	MILLVL	4.7		4.7
689	NATICK	1.7		1.7
689	NEEDHM	1.0		1.0
689	NEWTON	.7		.7
689	RSLNDL	3.1		3.1
689	UXBRDG	4.2		4.2
689	WALPOL	1.9		1.9
689	WALTHM	.7		.7
689	WRENTM		.5	.5
689		456.6	47.9	504.5
690	ARLNTN	2.5		2.5
690	ASHLND	1.8		1.8
690	BELGHM	143.5	9.3	152.8
690	BLKSTN	709.8	62.8	772.6
690	BOSPPR	2.4		2.4
690	E-BSTN	2.3		2.3
690	FNWYJP	5.0		5.0
690	FRAMHM	11.4		11.4
690	FRNKLN	15.6	12.7	28.3
690	GLOUCS	1.8		1.8
690	HOLSTN	1.8		1.8
690	HOPEDL	68.0	3.2	71.2
690	MEDFLD	5.0		5.0
690	MENDON	70.0	6.3	76.3
690	MILFRD	33.8	1.6	35.4
690	MILLIS	4.2		4.2
690	MILLVL	7.3	1.8	9.1
690	NATICK	6.1		6.1
690	NEEDHM	1.8		1.8
690	QUINCY	1.1		1.1
690	SUDBRY	6.8		6.8
690	UPTON-	4.8		4.8
690	UXBRDG	7.9	2.1	10.0
690	WATRTN	4.4		4.4
690	WAYLND	2.0		2.0
690	WELSLY	5.6		5.6
690	WESBRO	4.4		4.4
690	WESTON	2.5		2.5
690	WRENTM	2.4		2.4
690		1136.0	99.8	1235.8
691	ASHLND	4.9		4.9
691	BEDFRD		2.2	2.2
691	BELGHM	238.0	30.5	268.5
691	BERLIN	4.0		4.0
691	BLKSTN	492.8	52.0	544.8
691	BOSPPR	3.8		3.8
691	BOXBRO	2.7		2.7
691	CAMBRG	1.9		1.9
691	DEDHAM	1.1		1.1
691	DOVER-	9.2		9.2
691	FNWYJP	9.3		9.3
691	FOXBRO	4.6		4.6
691	FRAMHM	23.8		23.8
691	FRNKLN	31.0	7.2	38.2
691	HOLSTN	3.8		3.8
691	HOPEDL	190.4	2.2	192.6
691	HOPKTN	7.3	2.6	9.9
691	MARLBO	3.2		3.2
691	MEDFLD	9.1		9.1
691	MENDON	102.8	6.3	109.1
691	MILFRD	21.4	4.1	25.5
691	MILLVL	44.2	6.3	50.5
691	NATICK	8.4		8.4
691	NEEDHM	5.5		5.5
691	NORBRG		2.6	2.6
691	NORBRD	3.6		3.6
691	PLAINV	3.6		3.6
691	SALEM-	2.7		2.7
691	STOUTN	5.6		5.6
691	SUDBRY	5.5		5.5
691	UPTON-	14.6	3.0	17.6
691	UXBRDG	10.1	2.2	12.3
691	WALPOL	1.1		1.1
691	WESBRO	6.7		6.7
691	WESTON	2.9		2.9
691	WRENTM	8.9		8.9
691		1288.5	121.2	1409.7
692	ANDOVR		2.4	2.4
692	ARLNTN	4.2		4.2
692	ASHLND	153.4	5.6	159.0
692	AYER--	5.7		5.7
692	BEDFRD	3.8	4.9	8.7
692	BELGHM	2566.3	297.8	2864.1
692	BELMNT	4.2		4.2
692	BLKSTN	75.2	8.8	84.0
692	BOLTON		6.9	6.9
692	BOSPPR	35.8	5.0	40.8
692	BRITON	3.5		3.5
692	BRNTRE	3.4		3.4
692	BURLTN	8.2		8.2
692	CAMBRG	10.5		10.5
692	CHASTN	3.7		3.7
692	CHLMFD	2.8	5.7	8.5
692	CONCRD	20.3		20.3
692	DOVER-	3.7		3.7
692	DRACUT	4.5		4.5
692	E-BSTN	6.8		6.8
692	EASTON	3.5		3.5
692	EVERET	1.2		1.2
692	FNWYJP	15.6		15.6
692	FOXBRO	3.1		3.1
692	FRAMHM	651.1	71.2	722.3
692	FRNKLN	203.0	49.5	252.5
692	HAMLTN	4.1		4.1
692	HARVRD	5.8	4.1	9.9
692	HINGHM	3.1		3.1
692	HOLSTN	112.1	15.0	127.1
692	HOPEDL	211.7	9.9	221.6
692	HOPKTN	19.5	3.4	22.9
692	HUDSON	14.4		14.4
692	LAWRNC	2.8	9.3	12.1
692	LEXNTN	2.8		2.8
692	LOWELL	14.5	5.3	19.8
692	LYNN--	3.1		3.1
692	MALDEN	11.3		11.3
692	MARLBO	13.7		13.7
692	MAYNRD	7.0		7.0
692	MEDFLD	27.2	4.9	32.1
692	MEDFRD	5.7		5.7
692	MEDWAY	102.6	17.8	120.4
692	MENDON	59.8	1.7	61.5
692	METHUN		1.8	1.8
692	MILFRD	868.3	94.1	962.4
692	MILLIS	67.8	7.1	74.9
692	MILLVL	20.6	3.5	24.1
692	N-ODRC		2.6	2.6
692	NATICK	155.3		155.3
692	NEEDHM	27.8	2.3	30.1
692	NEWTON	50.7	2.4	53.1
692	NORBRG	20.7		20.7
692	NORBRO	7.6		7.6
692	PEABDY	3.8		3.8
692	S-BSTN	3.9		3.9
692	S-ODRC	7.4	2.0	9.4
692	SALEM-	6.3		6.3
692	SHERBN	3.9	2.3	6.2
692	SOUTHB	13.7		13.7
692	STOW--	6.7		6.7
692	SUDBRY	11.1		11.1
692	UPTON-	18.5	2.3	20.8
692	UXBRDG	18.2	3.0	21.2
692	W-BWTR	2.4		2.4
692	WAKEFD	3.0		3.0
692	WALPOL	2.8		2.8
692	WALTHM	43.7		43.7
692	WATRTN	9.2		9.2
692	WAYLND	38.3	2.3	40.6
692	WELSLY	22.3		22.3
692	WESBRO	14.6	4.3	18.9
692	WESTON	2.8		2.8
692	WESTWD	2.8		2.8
692	WRENTM	16.1		16.1
692		5885.0	659.2	6544.2
693	BEDFRD	3.8		3.8
693	BELGHM	1347.5	261.1	1608.6
693	BERLIN	2.8		2.8
693	BILRCA		2.6	2.6
693	BLKSTN	14.1	6.2	20.3
693	BOSPPR	24.9	11.9	36.8
693	BRITON	3.9	13.0	16.9
693	BRNTRE		4.5	4.5
693	BROCTN	3.6	10.6	14.2
693	BROOKL	5.6		5.6
693	BURLTN		3.1	3.1
693	CHASTN	3.6		3.6
693	CHLMFD		3.5	3.5
693	CONCRD	3.6	3.5	7.1
693	DEDHAM	7.2		7.2
693	E-BSTN		2.7	2.7
693	EASTON	3.0		3.0
693	FNWYJP	2.0	4.5	6.5
693	FOXBRO	5.2	11.2	16.4
693	FRAMHM	15.4	3.6	19.0
693	FRNKLN	1190.8	172.4	1363.2
693	HOLSTN	11.9		11.9
693	HOPEDL	9.1	1.9	11.0
693	LAWRNC		2.7	2.7
693	LOWELL	2.0	3.8	5.8
693	MALDEN	6.6		6.6
693	MEDFLD	18.0		18.0
693	MEDWAY	28.3	1.2	29.5
693	MENDON	3.6	3.2	6.8
693	MILFRD	17.0	7.8	24.8
693	MILLIS	36.8	3.3	40.1
693	MILLVL		1.9	1.9
693	MILTON	2.0		2.0
693	N-ODRC	3.6		3.6
693	NATICK	9.4		9.4
693	NEEDHM	27.8		27.8
693	NEWTON	9.1	4.9	14.0
693	NORFLK	13.4	4.3	17.7
693	NORWOD	22.6	4.1	26.7
693	PEPREL		1.1	1.1
693	QUINCY	4.8		4.8
693	RSLNDL	2.7		2.7
693	S-BSTN	7.4	16.5	23.9
693	SHARON	6.6	2.7	9.3
693	SUDBRY		4.5	4.5
693	UPTON-		2.4	2.4
693	UXBRDG		2.6	2.6
693	WALPOL	43.5	15.5	59.0
693	WALTHM	3.2		3.2
693	WELSLY	9.2		9.2
693	WESTWD	7.5		7.5
693	WILMTN	12.5		12.5
693	WRENTM	92.1	4.8	96.9
693		3047.7	603.6	3651.3
694	ABNGTN	8.4		8.4
694	BELGHM	486.7	54.6	541.3
694	BLKSTN	8.4	4.5	12.9
694	BOSPPR	85.6	10.9	96.5
694	BRGWTR	4.9		4.9
694	BRITON	10.0		10.0
694	BRNTRE	12.3	1.7	14.0
694	BROCTN	16.7	17.6	34.3
694	BROOKL	11.5		11.5
694	CAMBRG	5.6	7.0	12.6
694	CANTON	30.2	.3	30.5
694	CHASTN	2.6	2.7	5.3
694	COHAST	1.8		1.8
694	CONCRD	3.0		3.0
694	DEDHAM	51.9	3.5	55.4
694	DOVER-	1.7		1.7
694	E-BSTN	14.1	9.7	23.8
694	EASTON	10.7	3.2	13.9
694	EVERET	10.2		10.2
694	FNWYJP	40.1		40.1
694	FOXBRO	57.9	17.8	75.7
694	FRAMHM	11.7	3.5	15.2
694	FRNKLN	54.1	1.5	55.6
694	HINGHM	8.5		8.5
694	HOPEDL	2.6		2.6
694	HYD-PK	4.5	5.0	9.5
694	LAWRNC		.3	.3
694	LOWELL	1.7		1.7
694	LYNN--	2.3		2.3
694	MALDEN		2.4	2.4
694	MATAPN	7.0		7.0
694	MEDFLD	4.7		4.7
694	MENDON	6.9		6.9
694	MILFRD	9.7		9.7
694	MILLIS	2.3	2.7	5.0
694	MILLVL	5.6		5.6
694	N-ANDV		4.3	4.3

TABLE C-2 (continued)

STATION	TOWN	AUTOS	TRUCKS	TOTAL VEHICLES
694	N-DORC	9.5		9.5
694	NATICK	1.8		1.8
694	NEEDHM	17.8	4.1	21.9
694	NEWTON	5.1		5.1
694	NORBRG	23.4		23.4
694	NORFLK	5.7		5.7
694	NORWOD	79.9	1.5	81.4
694	PEABDY	4.9		4.9
694	PLAINV	127.5	3.9	131.4
694	QUINCY	7.3		7.3
694	RANDLP	3.1		3.1
694	ROCKLD	3.1		3.1
694	ROCKPT	1.6		1.6
694	ROWLEY	3.3		3.3
694	ROXBRY	4.9		4.9
694	RSLNDL	14.1	4.9	19.0
694	S-BSTN	13.3	11.7	25.0
694	S-DORC		1.7	1.7
694	SHARON	21.9	1.5	23.4
694	SOMRVL	2.6	9.3	11.9
694	STOUTN	15.3		15.3
694	W-BWTR	2.6		2.6
694	WALPOL	133.0	11.4	144.4
694	WALTHM	20.1	7.3	27.4
694	WAYLND	3.0		3.0
694	WELSLY	5.8	5.0	10.8
694	WESTWD	3.5		3.5
694	WEYMTH		3.5	3.5
694	WINTHP	4.8		4.8
694	WOBURN	2.6		2.6
694	WRENTM	227.8	34.9	262.7
694		1765.2	253.9	2019.1
695	BEDFRD	8.2		8.2
695	BELGHM	8.7	4.7	13.4
695	BELMNT	3.1		3.1
695	BEVRLY	12.1		12.1
695	BLKSTN	3.4		3.4
695	BOSPPR	53.1	5.6	58.7
695	BRITON	14.6	2.3	16.9
695	BRNTRE	8.9		8.9
695	BROCTN	11.0		11.0
695	BROOKL	18.7		18.7
695	BURLTN	2.6		2.6
695	CAMBRG	21.0	3.4	24.4
695	CANTON	19.4	4.9	24.3
695	CHASTN	6.7	3.9	10.6
695	COHAST	6.0		6.0
695	CONCRD	2.8		2.8
695	DANVRS	4.3		4.3
695	DEDHAM	16.8	7.1	23.9
695	E-BSTN		2.6	2.6
695	E-BWTR	19.3		19.3
695	EVERET		2.0	2.0
695	FNWYJP	37.9		37.9
695	FOXBRO	72.6	2.2	74.8
695	FRAMHM	14.4		14.4
695	FRNKLN	168.6	5.2	173.8
695	HARVRD	1.9		1.9
695	HULL--	3.4		3.4
695	HOLSTN	7.7		7.7
695	HYD-PK	4.1		4.1
695	LAWRNC	2.8	7.8	10.6
695	LOWELL	2.6		2.6
695	LYNN--	7.1		7.1
695	MARBHD	4.3		4.3
695	MATAPN	11.0		11.0
695	MEDFLD	14.6		14.6
695	MEDFRD	7.7		7.7
695	MEDWAY	12.7		12.7
695	MENDON	1.5		1.5
695	MILFRD	1.9	5.4	7.3
695	MILLIS	7.0	2.7	9.7
695	MILTON	2.8		2.8
695	N-DORC	3.8		3.8
695	N-RDNG	2.8		2.8
695	NATICK	17.3	6.5	23.8
695	NEEDHM	19.7		19.7
695	NEWTON	31.2		31.2
695	NORFLK	33.0		33.0
695	NORWOD	109.1		109.1
695	PEABDY	3.3		3.3
695	PLAINV	32.0	4.0	36.0
695	QUINCY	13.3	4.8	18.1
695	RANDLP	2.8		2.8
695	READNG	4.9		4.9
695	REVERE	2.6		2.6
695	RSLNDL	12.0		12.0
695	S-BSTN	6.1	5.9	12.0
695	S-DORC	3.1		3.1
695	SALEM-	3.9		3.9
695	SHARON	22.1	.9	23.0
695	SOMRVL	2.8	2.0	4.8
695	SUDBRY	3.5		3.5
695	WAKEFD	1.9		1.9
695	WALPOL	111.1	8.5	119.6
695	WALTHM	20.9		20.9
695	WATRTN	13.9		13.9
695	WAYLND	7.6		7.6
695	WELSLY	4.3		4.3
695	WESTWD	13.8		13.8
695	WEYMTH	18.1		18.1
695	WHITMN	1.9		1.9
695	WINTHP	1.6		1.6
695	WOBURN	3.5	2.6	6.1
695	WRENTM	227.1	12.4	239.5
695		1382.3	107.4	1489.7
696	BELGHM	1.9		1.9
696	BROOKL	5.3		5.3
696	CANTON	1.1		1.1
696	FRAMHM	.8		.8
696	FRNKLN	2.5		2.5
696	PLAINV	337.0	3.0	340.0
696	S-BSTN	2.7		2.7
696	WRENTM	5.6		5.6
696		356.9	3.0	359.9
697	AVON--	2.5		2.5
697	BELGHM	5.8	1.2	7.0
697	FRNKLN	13.7		13.7
697	HOPEDL	1.1		1.1
697	MENDON	.7		.7
697	MILFRD	3.4		3.4
697	MILLIS	1.7		1.7
697	NATICK	2.1		2.1
697	PEABDY	1.2		1.2
697	PLAINV	213.3	16.6	229.9
697	QUINCY	2.9		2.9
697	S-DORC	2.1		2.1
697	WRENTM	26.4	7.0	33.4
697		276.9	24.8	301.7
698	ASHLND	7.1	2.0	9.1
698	BELGHM	64.9	4.7	69.6
698	BLKSTN	20.4	4.8	25.2
698	BOSPPR	30.6		30.6
698	BRGWTR	7.3		7.3
698	BRITON	2.2		2.2
698	BRNTRE	3.6		3.6
698	BROCTN	10.8		10.8
698	CAMBRG	3.6		3.6
698	DEDHAM	8.2		8.2
698	DUXBRY		6.1	6.1
698	E-BWTR	2.8		2.8
698	EASTON	6.5		6.5
698	FNWYJP	8.0		8.0
698	FOXBRO	69.0	6.7	75.7
698	FRAMHM	52.6	2.5	55.1
698	FRNKLN	545.5	66.7	612.2
698	HALIFX	2.7		2.7
698	HOLSTN	3.9	15.3	19.2
698	HOPEDL	7.9	7.6	15.5
698	HUDSON	7.9		7.9
698	LITLTN	3.6		3.6
698	LYNN--	2.9		2.9
698	MALDEN	2.3		2.3
698	MARLBO	17.6		17.6
698	MATAPN	2.2		2.2
698	MAYNRD	3.6		3.6
698	MEDFLD	24.4	7.6	32.0
698	MEDFRD	12.7		12.7
698	MEDWAY	33.6	12.3	45.9
698	MENDON	2.5		2.5
698	MILFRD	65.0	25.6	90.6
698	MILLIS	28.8	2.7	31.5
698	N-DORC	3.9		3.9
698	NATICK	11.5	5.6	17.1
698	NEEDHM	6.8		6.8
698	NEWTON	5.2		5.2
698	NORFLK	175.2	12.9	188.1
698	NORWOD	59.0	5.4	64.4
698	PLAINV	1155.4	141.0	1296.4
698	RANDLP	3.5		3.5
698	RSLNDL	11.2		11.2
698	S-BSTN	5.3	1.3	6.6
698	SCITUT	1.4		1.4
698	SHARON	4.4		4.4
698	SHERBN	4.0		4.0
698	SOUTHB	5.2		5.2
698	UXBRDG	8.4		8.4
698	WAKEFD	4.3		4.3
698	WALPOL	148.7	17.4	166.1
698	WALTHM	2.7	3.8	6.5
698	WATRTN	6.5		6.5
698	WAYLND	6.4		6.4
698	WELSLY	7.9		7.9
698	WESBRO	11.9		11.9
698	WESTWD	19.5	4.3	23.8
698	WEYMTH		5.1	5.1
698	WINCTR		3.9	3.9
698	WRENTM	1197.4	131.3	1328.7
698		3930.4	496.6	4427.0
699	ACTON-	21.5	6.2	27.7
699	AMESBY		2.8	2.8
699	ANDOVR	23.7	6.5	30.2
699	ARLNTN	55.5		55.5
699	ASHLND	4.5		4.5
699	BEDFRD	46.6	6.2	52.8
699	BELGHM	5.2		5.2
699	BELMNT	40.2	9.1	49.3
699	BEVRLY	25.4	3.3	28.7
699	BILRCA	6.6		6.6
699	BOSPPR	1362.0	190.0	1552.0
699	BOXFRD	1.5		1.5
699	BRITON	217.6	24.8	242.4
699	BRNTRE	66.1	5.8	71.9
699	BROCTN	16.3	3.1	19.4
699	BROOKL	141.3	2.6	143.9
699	BURLTN	20.0	3.2	23.2
699	CAMBRG	219.8	62.1	281.9
699	CANTON	113.0	34.8	147.8
699	CARLIL	5.5		5.5
699	CHASTN	110.1	68.5	178.6
699	CHLMFD	13.5	19.8	33.3
699	CHLSEA	29.9	15.9	45.8
699	CLINTN	1.5		1.5
699	COHAST	16.1		16.1
699	CONCRD	31.5		31.5
699	DANVRS	29.0	12.1	41.1
699	DEDHAM	186.9	55.8	242.7
699	DOVER-	8.7		8.7
699	DUXBRY	7.3		7.3
699	E-BSTN	201.4	18.9	220.3
699	ESSEX-	2.5		2.5
699	EVERET	24.2	34.0	58.2
699	FNWYJP	482.9	44.1	527.0
699	FOXBRO	999.3	77.5	1076.8
699	FRAMHM	57.7	31.7	89.4
699	FRNKLN	22.2	12.3	34.5
699	GLOUCS	19.7	8.1	27.8
699	GROTON	12.1		12.1
699	HARVRD	26.5	5.0	31.5
699	HAVRHL	35.2		35.2
699	HINGHM	26.2	12.4	38.6
699	HULL--	41.5		41.5
699	HOLBRK	1.6		1.6
699	HOLSTN	18.1		18.1
699	HOPEDL		3.4	3.4
699	HUDSON	2.6		2.6
699	HYD-PK	72.0	20.1	92.1
699	LAWRNC	50.1	26.5	76.6
699	LEXNTN	59.6	3.8	63.4
699	LINCLN	9.2		9.2
699	LITLTN		2.6	2.6
699	LOWELL	80.0	39.8	119.8
699	LYNFLD	53.6	6.0	59.6
699	LYNN--	72.5	12.0	84.5
699	MALDEN	29.6	9.1	38.7
699	MANCTR	2.8		2.8
699	MARBHD	21.1		21.1
699	MARLBO	2.5	10.7	13.2
699	MARSFD	2.5		2.5
699	MATAPN	66.3		66.3
699	MAYNRD	2.4		2.4
699	MEDFLD	41.9	2.4	44.3
699	MEDFRD	35.4	25.9	61.3
699	MELROS	21.0		21.0
699	MENDON	2.7		2.7
699	METHUN	23.1		23.1
699	MILFRD	17.6	5.0	22.6
699	MILLIS	18.1	13.0	31.1
699	MILTON	44.0	3.8	47.8
699	N-ANDV	2.6	8.0	10.6
699	N-DORC	96.4	25.5	121.9
699	NANANT	21.2		21.2
699	NATICK	60.8	2.4	63.2
699	NEEDHM	240.1	52.8	292.9
699	NEWBPT	12.0	3.1	15.1
699	NEWTON	292.7	36.9	329.6
699	NORBRG	2.7		2.7
699	NORFLK	36.8		36.8
699	NORWEL	3.3		3.3
699	NORWOD	431.4	63.0	494.4
699	PEABDY	75.6	18.7	94.3
699	PLAINV	211.3	44.2	255.5
699	QUINCY	138.9	17.0	155.9
699	RANDLP	31.7		31.7
699	READNG	34.5	3.3	37.8
699	REVERE	52.1	6.6	58.7
699	ROCKLD	2.6		2.6
699	ROCKPT	34.7		34.7
699	ROXBRY	177.6	30.0	207.6
699	RSLNDL	147.3	13.6	160.9
699	S-BSTN	121.2	107.4	228.6
699	S-DORC	79.6	23.8	103.4
699	SALEM-	12.5	37.1	49.6
699	SALSBY	4.1		4.1
699	SAUGUS	13.8		13.8
699	SCITUT	18.1		18.1
699	SHARON	125.2	17.3	142.5
699	SHERBN	2.6		2.6
699	SOMRVL	41.0	39.5	80.5
699	STONHM	22.1		22.1
699	STOUTN	33.3	2.8	36.1
699	SUDBRY	8.1	2.8	10.9
699	SWMSCT	8.6		8.6
699	TOPSFD	9.1		9.1
699	UPTON-	1.5		1.5
699	WAKEFD	18.6		18.6
699	WALPOL	309.8	88.4	398.2
699	WALTHM	164.0	30.3	194.3
699	WATRTN	74.1	45.0	119.1
699	WAYLND	32.2		32.2
699	WELSLY	93.7		93.7
699	WESTON	46.1	1.6	47.7
699	WESTWD	54.9	18.1	73.0
699	WEYMTH	35.9	3.1	39.0
699	WILMTN	2.4	2.6	5.0
699	WINCTR	26.1	2.9	29.0
699	WINTHP	13.7		13.7
699	WOBURN	49.6	6.0	55.6
699	WRENTM	155.6	30.3	185.9
699		9212.3	1744.8	10957.1
700	ARLNTN	14.4		14.4
700	ASHLND	9.7	5.8	15.5
700	AYER--	5.2		5.2
700	BEDFRD	7.2		7.2
700	BELGHM	32.2		32.2
700	BELMNT	3.0		3.0
700	BEVRLY	3.2		3.2
700	BOSPPR	174.4	21.0	195.4
700	BRITON	41.4		41.4
700	BRNTRE	12.1		12.1
700	BROOKL	13.8		13.8
700	BURLTN	3.6	2.8	6.4
700	CAMBRG	28.5	8.6	37.1
700	CANTON	30.6	7.7	38.3
700	CHLMFD	4.7	2.6	7.3
700	CHLSEA	7.2		7.2
700	CONCRD	3.6		3.6
700	DEDHAM	55.8	15.4	71.2
700	DOVER-	3.4		3.4
700	E-BSTN	18.1	11.2	29.3
700	EVERET		2.8	2.8
700	FNWYJP	102.3	14.5	116.8
700	FOXBRO	156.7	21.7	178.4
700	FRAMHM	33.3	5.4	38.7
700	FRNKLN	152.4	14.1	166.5
700	GLOUCS	5.2		5.2
700	HARVRD	3.0		3.0
700	HAVRHL	3.5	4.7	8.2
700	HOLSTN	3.0		3.0
700	HOPEDL	32.2		32.2
700	HOPKTN	5.2		5.2
700	HYD-PK	20.1		20.1
700	LANCTR		4.1	4.1
700	LAWRNC	11.0		11.0
700	LEXNTN	8.0		8.0
700	LOWELL	3.6		3.6
700	LYNN--	5.2	3.8	9.0
700	MALDEN	5.8	2.9	8.7
700	MEDFLD	22.4	4.6	27.0
700	MEDFRD	10.2	3.1	13.3
700	MEDWAY	11.3	2.9	14.2
700	MENDON	4.7		4.7
700	MILFRD	17.2	3.1	20.3
700	MILLIS	34.3	7.4	41.7
700	N-DORC	10.0		10.0
700	NATICK	16.8	22.1	38.9
700	NEEDHM	51.9	1.4	53.3
700	NEWTON	74.8		74.8
700	NORFLK	62.5	7.0	69.5
700	NORWEL	3.6		3.6
700	NORWOD	204.1	20.1	224.2
700	PEMBRK	5.4		5.4
700	PEPREL		5.4	5.4

TABLE C-2 (continued)

STATION	TOWN	AUTOS	TRUCKS	TOTAL VEHICLES
700	PLAINV	480.8	95.4	576.2
700	QUINCY	13.3		13.3
700	ROXBRY	26.8	5.8	32.6
700	RSLNDL	18.3		18.3
700	S-BSTN	20.0	3.9	23.9
700	S-DORC	7.2		7.2
700	SCITUT	4.7		4.7
700	SHARON	52.7		52.7
700	SOMRVL	9.9		9.9
700	TEWKSB	3.2		3.2
700	UPTON-	3.2	2.8	6.0
700	UXBRDG	5.2	3.8	9.0
700	WAKEFD	3.4		3.4
700	WALPOL	264.6	38.1	302.7
700	WALTHM	67.0		67.0
700	WATRTN	35.7	3.4	39.1
700	WAYLND	12.7	3.9	16.6
700	WELSLY	31.8		31.8
700	WESBRO	4.0		4.0
700	WESTON	12.1		12.1
700	WESTWD	18.7		18.7
700	WEYMTH	3.4		3.4
700	WINCTR	6.3	4.3	10.6
700	WOBURN	19.6		19.6
700	WRENTM	537.5	50.4	587.9
700		3213.9	438.0	3651.9
701	ABNGTN	7.9		7.9
701	AVON--	3.3		3.3
701	BLKSTN	1.9		1.9
701	BOSPPR	8.0		8.0
701	BRGWTR	28.6		28.6
701	BRNTRE	12.7		12.7
701	BROCTN	130.1	16.7	146.8
701	BROOKL	1.9		1.9
701	CANTON	6.3	8.4	14.7
701	CONCRD	6.3		6.3
701	DOVER-	3.8		3.8
701	DUXBRY	3.3	2.0	5.3
701	E-BSTN	7.4		7.4
701	E-BWTR	19.1	10.2	29.3
701	EASTON	42.4	5.7	48.1
701	EVERET		1.2	1.2
701	FNWYJP	2.8		2.8
701	FOXBRO	1545.7	69.9	1615.6
701	FRAMHM	6.4	3.2	9.6
701	FRNKLN	6.7		6.7
701	HALIFX	1.6		1.6
701	HANOVR	9.8		9.8
701	HANSON	5.1	3.6	8.7
701	HARVRD	7.0		7.0
701	HULL--	5.2		5.2
701	HOLBRK	11.7		11.7
701	HYD-PK	3.8		3.8
701	LYNN--	1.6		1.6
701	MARLBO	4.9		4.9
701	MARSFD	4.6		4.6
701	MILFRD	11.7	2.2	13.9
701	MILTON	3.0		3.0
701	N-DORC	3.2		3.2
701	NORFLK	6.9		6.9
701	NORWOD	9.5	5.3	14.8
701	PLAINV	585.1	68.7	653.8
701	RANDLP	6.4		6.4
701	ROCKLD		4.6	4.6
701	RSLNDL	3.9		3.9
701	SHARON	67.1	7.7	74.8
701	STOUTN	40.1		40.1
701	W-BWTR	8.0		8.0
701	WALPOL	10.0	3.4	13.4
701	WATRTN	9.4		9.4
701	WESTWD	4.6		4.6
701	WEYMTH	4.7		4.7
701	WHITMN	7.0	1.6	8.6
701	WRENTM	48.4	2.3	50.7
701		2728.9	216.7	2945.6
702	ANDOVR	1.5		1.5
702	BOSPPR	9.9		9.9
702	BRITON	2.6		2.6
702	CANTON	3.2	3.8	7.0
702	DEDHAM		2.1	2.1
702	DUXBRY	3.2		3.2
702	EASTON	3.2		3.2
702	FNWYJP	2.1		2.1
702	FOXBRO	294.7	38.9	333.6
702	HUDSON	4.8		4.8
702	HYD-PK	2.3		2.3
702	LAWRNC	5.4	2.1	7.5
702	MARSFD		4.2	4.2
702	NEEDHM	1.5		1.5
702	NORFLK	4.8		4.8
702	NORWOD	29.1		29.1
702	PLAINV	49.0	8.6	57.6
702	SHARON	3.6		3.6
702	STOUTN	3.9		3.9
702	WALPOL	15.8		15.8
702	WALTHM		2.7	2.7
702	WATRTN			
702	WESTWD	3.9		3.9
702	WRENTM	7.1		7.1
702		451.6	62.4	514.0
703	ABNGTN	1.7	1.9	3.6
703	AVON--	7.4	3.6	11.0
703	BELGHM	2.1		2.1
703	BLKSTN	2.7		2.7
703	BRGWTR	3.4		3.4
703	BRITON	2.7		2.7
703	BRNTRE	2.0		2.0
703	BROCTN	75.7	18.2	93.9
703	COHAST	2.0		2.0
703	DEDHAM		3.1	3.1
703	DUXBRY	9.7		9.7
703	E-BWTR	22.5	6.8	29.3
703	EASTON	33.2	7.5	40.7
703	FOXBRO	512.7	42.4	555.1
703	FRNKLN	16.2		16.2
703	HALIFX	4.1		4.1
703	HANOVR	4.3		4.3
703	HINGHM	4.0		4.0
703	HUDSON	5.2		5.2
703	LAWRNC		4.4	4.4
703	MARSFD	1.9		1.9
703	MATAPN	3.4		3.4
703	MELROS	2.6		2.6
703	MILLIS	2.3		2.3
703	NEEDHM	6.6	3.2	9.8
703	NORFLK	2.0		2.0
703	NORWOD	5.5		5.5
703	PLAINV	614.1	42.7	656.8
703	QUINCY		5.5	5.5
703	RANDLP	1.7		1.7
703	SALEM-	3.0		3.0
703	STOUTN	8.2		8.2
703	W-BWTR	3.6		3.6
703	WALPOL	8.5		8.5
703	WHITMN	17.2	1.1	18.3
703	WRENTM	32.6	42.8	75.4
703		1424.8	183.2	1608.0
704	ASHLND	16.4		16.4
704	AVON--	2.8		2.8
704	BEDFRD	2.8		2.8
704	BELGHM	55.8	20.9	76.7
704	BELMNT	3.6		3.6
704	BEVRLY	15.3	1.0	16.3
704	BLKSTN	8.2	2.3	10.5
704	BOLTON	3.7		3.7
704	BOSPPR	93.0	2.0	95.0
704	BRGWTR	15.4		15.4
704	BRITON	11.2	8.8	20.0
704	BRNTRE	7.7		7.7
704	BROCTN	22.3	13.7	36.0
704	BROOKL	10.1		10.1
704	CAMBRG	23.0	5.5	28.5
704	CANTON	31.2		31.2
704	CHASTN	10.6		10.6
704	CLINTN	2.8		2.8
704	CONCRD	7.0	3.9	10.9
704	DEDHAM	69.0	6.8	75.8
704	DRACUT		1.2	1.2
704	DUXBRY	11.5		11.5
704	E-BSTN	3.1	1.0	4.1
704	E-BWTR	2.1		2.1
704	EASTON	17.5	4.0	21.5
704	EVERET	1.2		1.2
704	FNWYJP	63.8	7.2	71.0
704	FOXBRO	3590.7	288.6	3879.3
704	FRAMHM	104.1	5.4	109.5
704	FRNKLN	181.0	17.4	198.4
704	GLOUCS	4.1	.5	4.6
704	HALIFX	3.1		3.1
704	HAMLTN	1.9		1.9
704	HANSON		4.0	4.0
704	HARVRD	14.7		14.7
704	HAVRHL		2.3	2.3
704	HOLBRK	4.1		4.1
704	HOLSTN	22.9		22.9
704	HOPEDL	5.8		5.8
704	HOPKTN	18.6		18.6
704	HUDSON	2.6		2.6
704	HYD-PK	10.3	3.9	14.2
704	IPSWCH	3.2	4.0	7.2
704	LANCTR	3.1		3.1
704	LAWRNC	3.7		3.7
704	LEXNTN	3.7		3.7
704	LOWELL	.8	3.0	3.8
704	MARLBO	4.5		4.5
704	MATAPN	18.4	4.9	23.3
704	MEDFLD	20.4	2.8	23.2
704	MEDFRD		1.0	1.0
704	MEDWAY	31.3	7.8	39.1
704	MENDON	2.6	.5	3.1
704	MILFRD	64.5	2.3	66.8
704	MILLIS	62.7	10.7	73.4
704	MILLVL	4.8		4.8
704	MILTON	3.1		3.1
704	N-DORC	9.5		9.5
704	NATICK	29.6		29.6
704	NEEDHM	49.5	43.8	93.3
704	NEWTON	45.9		45.9
704	NORBRG	22.5	2.9	25.4
704	NORBRO	2.1		2.1
704	NORFLK	185.2	4.9	190.1
704	NORWOD	208.9	35.0	243.9
704	PLAINV	34.2		34.2
704	QUINCY	2.8	5.5	8.3
704	RANDLP	8.8		8.8
704	READNG	2.6		2.6
704	ROCKLD	13.2		13.2
704	ROXBRY	19.2	5.5	24.7
704	RSLNDL	41.6		41.6
704	S-BSTN	2.4	6.9	9.3
704	SHARON	84.1	23.7	107.8
704	SHIRLY	2.0		2.0
704	SOMRVL	3.0		3.0
704	SOUTHB	3.7		3.7
704	STOUTN	4.5		4.5
704	SUDBRY	2.4		2.4
704	UPTON-	5.6		5.6
704	UXBRDG	24.7		24.7
704	W-BWTR	4.1		4.1
704	WAKEFD	3.3		3.3
704	WALPOL	355.4	57.0	412.4
704	WALTHM	18.7	3.8	22.5
704	WATRTN	8.6	3.0	11.6
704	WAYLND	7.0		7.0
704	WELSLY	4.5	2.8	7.3
704	WESBRO	9.4		9.4
704	WESTWD	10.1	2.0	12.1
704	WEYMTH	7.4		7.4
704	WHITMN	11.2		11.2
704	WRENTM	214.9	9.4	224.3
704		6164.4	643.6	6808.0
705	ASHLND	4.7		4.7
705	BELGHM	2.8	1.0	3.8
705	BOSPPR	8.5		8.5
705	BRITON	8.0		8.0
705	BRNTRE		2.5	2.5
705	CANTON	2.5		2.5
705	DEDHAM	8.1	2.0	10.1
705	DOVER-	2.8		2.8
705	FOXBRO	645.8	45.2	691.0
705	FRAMHM	3.4		3.4
705	FRNKLN	18.3	1.0	19.3
705	HARVRD	1.7		1.7
705	HOLSTN	6.5		6.5
705	HOPEDL	15.6		15.6
705	MILFRD	12.9	1.0	13.9
705	MILLIS	7.7		7.7
705	MILLVL	1.9		1.9
705	NATICK	9.1	1.5	10.6
705	NEEDHM	6.3		6.3
705	NEWTON	4.9		4.9
705	NORFLK	39.0		39.0
705	NORWOD	37.2	2.1	39.3
705	PLAINV	4.8		4.8
705	RANDLP	2.5		2.5
705	SHARON	7.3	3.4	10.7
705	SOMRVL	6.3		6.3
705	UXBRDG	3.7		3.7
705	WALPOL	37.5	8.2	45.7
705	WALTHM		4.1	4.1
705	WELSLY	2.9		2.9
705	WESBRD	6.3		6.3
705	WESTON	2.1		2.1
705	WOBURN	4.4		4.4
705	WRENTN	40.9	5.8	46.7
705		966.4	77.8	1044.2
706	AVON--	2.9		2.9
706	BRGWTR	3.4		3.4
706	BROCTN		2.4	2.4
706	CANTON	14.8		14.8
706	EASTON	3.4		3.4
706	FOXBRO	550.7	36.9	587.6
706	MILTON	5.3		5.3
706	NEEDHM	3.4		3.4
706	NEWTON	5.2		5.2
706	NORFLK	8.0		8.0
706	NORWOD	3.3		3.3
706	QUINCY	3.4		3.4
706	SHARON	11.4	7.1	18.5
706	STOUTN	2.8		2.8
706	UXBRDG		1.0	1.0
706	WALPOL	2.7		2.7
706		620.7	47.4	668.1
707	BOSPPR	10.3	3.0	13.3
707	BRITON	3.4		3.4
707	CANTON	11.4	2.7	14.1
707	DEDHAM	8.3		8.3
707	EASTON		2.0	2.0
707	FOXBRO	509.5	36.7	546.2
707	FRNKLN		2.7	2.7
707	LYNN--	2.0		2.0
707	MEDFLD	7.5		7.5
707	MILFRD	3.0		3.0
707	NORWOD	34.8	2.7	37.5
707	PLAINV	9.6		9.6
707	ROXBRY	3.4		3.4
707	RSLNDL	4.7		4.7
707	SHARON	157.9	15.5	173.4
707	SOMRVL	3.0		3.0
707	STOUTN	9.8		9.8
707	WAKEFD	3.0		3.0
707	WALPOL	34.2		34.2
707	WENHAM	1.4		1.4
707	WESTON	4.7		4.7
707	WESTWD	2.3		2.3
707	WOBURN	3.6		3.6
707		827.8	65.3	893.1
708	BOSPPR	7.8		7.8
708	BRITON	6.8		6.8
708	BROCTN	12.3	2.0	14.3
708	CANTON	7.2		7.2
708	DEDHAM	4.6		4.6
708	EASTON	30.7	3.1	33.8
708	FOXBRO	141.4	7.2	148.6
708	FRNKLN	12.0		12.0
708	HOLSTN	4.2		4.2
708	MEDFLD		2.0	2.0
708	NORBRG	3.3		3.3
708	NORBRO	2.5		2.5
708	NORWOD	2.8		2.8
708	PLAINV	2.4		2.4
708	ROXBRY	2.5		2.5
708	SHARON	7.9	7.7	15.6
708	STOUTN	5.0		5.0
708	WALPOL	12.1	1.1	13.2
708		265.5	23.1	288.6
709	ABNGTN	.9		.9
709	BRITON	2.9		2.9
709	BROCTN	54.1		54.1
709	CAMBRG	3.2		3.2
709	DEDHAM	.9		.9
709	E-BWTR	5.0		5.0
709	EASTON	81.5	7.5	89.0
709	FNWYJP	1.9		1.9
709	FOXBRO	14.5	1.6	16.1
709	FRNKLN	3.0		3.0
709	HYD-PK	1.7		1.7
709	MILLIS		1.1	1.1
709	MILTON	3.2		3.2
709	NEEDHM	2.2		2.2
709	NORBRG	3.0		3.0
709	SHARON	6.6		6.6
709	STOUTN	6.4		6.4
709	UXBRDG	.8		.8
709	WEYMTH	2.3		2.3
709		194.1	10.2	204.3
710	ABNGTN	12.2	3.2	15.4
710	AVON--	4.2	8.0	12.2
710	BLKSTN	2.2	1.6	3.8
710	BOSPPR	33.8	13.7	47.5
710	BRGWTR	42.8	8.7	51.5
710	BRNTRE	10.7	3.6	14.3
710	BROCTN	422.7	66.0	488.7
710	CAMBRG	7.0	5.8	12.8
710	CHASTN	4.7	1.7	6.4
710	COHAST	6.4		6.4
710	DUXBRY	27.3	2.6	29.9

TABLE C-2 (continued)

STATION	TOWN	AUTOS	TRUCKS	TOTAL VEHICLES
710	E-BSTN	3.1		3.1
710	E-BWTR	57.3	8.2	65.5
710	EASTON	161.6	38.9	200.5
710	ESSEX-	2.4		2.4
710	FOXBRO	5.2		5.2
710	HALIFX	4.1		4.1
710	HANOVR	3.4	2.6	6.0
710	HANSON	8.0		8.0
710	HINGHM	1.9		1.9
710	HULL--	2.4		2.4
710	HOLBRK	3.9		3.9
710	LOWELL	3.9		3.9
710	LYNN--	7.8		7.8
710	MARSFD	22.2		22.2
710	MATAPN	2.4		2.4
710	MEDFRD	3.3		3.3
710	MIDLTN	2.4		2.4
710	MILTON	2.2	3.2	5.4
710	N-DORC	3.0		3.0
710	NORWOD	3.9	2.4	6.3
710	PEMBRK	10.8		10.8
710	PLAINV	2.2		2.2
710	QUINCY	16.3		16.3
710	RANDLP	18.5	6.1	24.6
710	REVERE		3.7	3.7
710	ROCKLD	1.9		1.9
710	ROXBRY		4.2	4.2
710	RSLNDL	3.4		3.4
710	S-BSTN	9.2	3.4	12.6
710	SCITUT	2.4		2.4
710	SOUTHB	3.8		3.8
710	STOUTN	5.0		5.0
710	UXBRDG	2.8		2.8
710	W-BWTR	7.9	9.0	16.9
710	WALPOL	2.4		2.4
710	WATRTN	1.5		1.5
710	WEYMTH	4.4		4.4
710	WHITMN	10.4	7.8	18.2
710	WRENTM	1.9		1.9
710		983.2	204.4	1187.6
711	ABNGTN	36.7	7.8	44.5
711	ACTON-	3.1		3.1
711	ANDOVR	2.6		2.6
711	ARLNTN	3.3		3.3
711	AVON--	13.6		13.6
711	BELMNT		2.9	2.9
711	BLKSTN	2.8		2.8
711	BOSPPR	102.2	11.8	114.0
711	BRGWTR	39.7	9.2	48.9
711	BRITON	2.8		2.8
711	BRNTRE	21.8		21.8
711	BROCTN	642.8	105.5	748.3
711	CAMBRG	17.4		17.4
711	CANTON	36.2	1.2	37.4
711	CHASTN	14.6		14.6
711	COHAST	8.9		8.9
711	DEDHAM	3.1		3.1
711	DUXBRY	14.5		14.5
711	E-BSTN	11.5		11.5
711	E-BWTR	32.5	9.8	42.3
711	EASTON	408.5	27.2	435.7
711	EVERET	2.5	3.4	5.9
711	FNWYJP	15.8		15.8
711	FOXBRO	33.6		33.6
711	HALIFX		4.1	4.1
711	HANOVR	9.3	7.5	16.8
711	HANSON	2.5	2.4	4.9
711	HAVRHL	2.7		2.7
711	HINGHM	32.2		32.2
711	HULL--	8.6		8.6
711	HOLBRK	5.2		5.2
711	HOPKTN	2.7		2.7
711	HYD-PK	3.2		3.2
711	MALDEN	2.4		2.4
711	MARSFD	32.5		32.5
711	MATAPN	3.6		3.6
711	MELROS	2.5		2.5
711	MILFRD	2.7		2.7
711	MILTON	14.3		14.3
711	N-DORC	21.5	1.6	23.1
711	NORBRG		2.4	2.4
711	NORWEL	9.4		9.4
711	NORWOD	9.7		9.7
711	PLAINV	2.8	4.3	7.1
711	QUINCY	33.0	3.2	36.2
711	RANDLP	47.7	2.8	50.5
711	REVERE	2.7		2.7
711	ROCKLD	21.0	3.2	24.2
711	ROXBRY	11.9		11.9
711	S-BSTN	17.6		17.6
711	S-DORC	5.0		5.0
711	SCITUT	14.7	1.2	15.9
711	SHARON	3.1		3.1
711	SOMRVL	5.4		5.4
711	STOUTN	98.7	8.4	107.1
711	W-BWTR	38.0	14.1	52.1
711	WALPOL	4.2		4.2
711	WALTHM	4.5		4.5
711	WEYMTH	72.3		72.3
711	WHITMN	42.1	4.0	46.1
711	WRENTM	2.8		2.8
711		2063.0	238.0	2301.0
712	AVON--		2.1	2.1
712	BOSPPR	12.1		12.1
712	BRGWTR	1.4		1.4
712	BRITON	4.0		4.0
712	BROCTN	86.6	6.8	93.4
712	BROOKL	3.0		3.0
712	CANTON	22.7	3.6	26.3
712	CLINTN	2.3		2.3
712	E-BWTR	3.2		3.2
712	EASTON	199.3	13.7	213.0
712	EVERET	2.8		2.8
712	FNWYJP	15.6		15.6
712	FOXBRO	2.1		2.1
712	FRAMHM	4.9		4.9
712	FRNKLN	2.1		2.1
712	HALIFX	3.2		3.2
712	HYD-PK	3.2		3.2
712	MALDEN	2.3		2.3
712	MARBHD	1.5		1.5
712	MARLBO	4.3		4.3
712	MARSFD	4.9		4.9
712	MATAPN	1.1		1.1
712	MEDFLD	9.6	1.0	10.6
712	N-DORC	12.8		12.8
712	NATICK		1.1	1.1
712	NEWTON	2.2		2.2
712	NORFLK	2.1		2.1
712	NORWOD	26.6	1.0	27.6
712	QUINCY	2.6		2.6
712	REVERE	1.4		1.4
712	ROCKLD	3.0		3.0
712	ROXBRY	4.1		4.1
712	RSLNDL	8.3		8.3
712	S-BSTN	1.5		1.5
712	S-DORC	2.6		2.6
712	SHARON	16.1		16.1
712	STOUTN	18.2	1.0	19.2
712	W-BWTR	8.0		8.0
712	WEYMTH	5.9		5.9
712	WHITMN	2.3		2.3
712		509.9	30.3	540.2
713	ABNGTN	21.2	19.7	40.9
713	ACTON-	2.1		2.1
713	ANDOVR	5.3		5.3
713	ARLNTN	7.9	3.0	10.9
713	AVON--	36.3	9.1	45.4
713	AYER--		5.5	5.5
713	BELMNT	5.2		5.2
713	BEVRLY	4.6		4.6
713	BOSPPR	331.1	85.3	416.4
713	BRGWTR	58.7	5.4	64.1
713	BRITON	47.1	2.7	49.8
713	BRNTRE	68.2	5.3	73.5
713	BROCTN	1911.6	259.7	2171.3
713	BROOKL	16.5	6.2	22.7
713	BURLIN	2.5		2.5
713	CAMBRG	35.2	10.0	45.2
713	CANTON	100.0	4.5	104.5
713	CHASTN	28.1	5.0	33.1
713	CHLSEA	8.0	1.8	9.8
713	COHAST	3.4		3.4
713	CONCRD	6.1		6.1
713	DEDHAM	34.4	6.0	40.4
713	DUXBRY	2.5		2.5
713	E-BSTN	25.9	14.1	40.0
713	E-BWTR	88.7	8.9	97.6
713	EASTON	779.0	83.3	862.3
713	EVERET		1.8	1.8
713	FNWYJP	166.8	11.9	178.7
713	FOXBRO	11.3		11.3
713	FRAMHM	10.1		10.1
713	FRNKLN	6.4		6.4
713	GEOGTN	4.2		4.2
713	GLOUCS	4.9		4.9
713	HALIFX	3.1		3.1
713	HANOVR	11.9	5.5	17.4
713	HANSON	23.5		23.5
713	HARVRD	5.3		5.3
713	HINGHM	15.3	5.0	20.3
713	HULL--	6.1		6.1
713	HOLBRK	15.9	7.0	22.9
713	HOLSTN	3.2		3.2
713	HYD-PK	58.6	2.3	60.9
713	LAWRNC	3.9	2.3	6.2
713	LEXNTN	15.0		15.0
713	LOWELL	2.7	1.9	4.6
713	LYNFLD	8.6		8.6
713	LYNN--	4.3		4.3
713	MALDEN	16.9	2.3	19.2
713	MARLBO	2.6		2.6
713	MARSFD	14.2		14.2
713	MATAPN	14.0	5.7	19.7
713	MEDFRD	8.6	9.4	18.0
713	MELROS	11.5		11.5
713	MENDON	5.5		5.5
713	METHUN	2.8		2.8
713	MILLIS	2.3		2.3
713	MILTON	17.3	4.0	21.3
713	N-ANDV	9.2		9.2
713	N-DORC	30.3	5.5	35.8
713	N-RDNG	4.3		4.3
713	NATICK	5.1	2.3	7.4
713	NEEDHM	25.4		25.4
713	NEWTON	51.1		51.1
713	NORWOD	47.7	3.0	50.7
713	PEABDY	2.4	2.4	4.8
713	PEMBRK	13.4		13.4
713	PEPREL	2.9		2.9
713	PLAINV	7.6		7.6
713	QUINCY	84.4	8.7	93.1
713	RANDLP	41.1	3.7	44.8
713	REVERE	2.8		2.8
713	ROCKLD	17.6	4.6	22.2
713	ROCKPT	2.3		2.3
713	ROXBRY	37.3	13.9	51.2
713	RSLNDL	30.3		30.3
713	S-BSTN	74.5	76.5	151.0
713	S-DORC	12.2	2.4	14.6
713	SALEM-	5.1		5.1
713	SALSBY	2.9		2.9
713	SCITUT	2.7	18.3	21.0
713	SHARON	16.9	9.2	26.1
713	SOMRVL	11.6		11.6
713	STOUTN	402.6	23.4	426.0
713	UXBRDG	3.6		3.6
713	W-BWTR	201.3	15.0	216.3
713	WAKEFD	12.3		12.3
713	WALPOL	10.7	5.5	16.2
713	WALTHM	34.0	1.6	35.6
713	WATRTN	22.3	3.2	25.5
713	WELSLY	12.3		12.3
713	WESTWD	23.8		23.8
713	WEYMTH	29.0	6.5	35.5
713	WHITMN	53.2	6.0	59.2
713	WOBURN		9.2	9.2
713	WRENTM	6.7		6.7
713		5459.3	815.5	6274.8
714	ABNGTN	17.9		17.9
714	AVON--	1.2		1.2
714	BEDFRD	2.1		2.1
714	BILRCA	3.7		3.7
714	BOSPPR	78.1	2.3	80.4
714	BRGWTR	528.4	59.3	587.7
714	BRITON	2.4		2.4
714	BRNTRE	8.7		8.7
714	BROCTN	175.6	9.4	185.0
714	BROOKL	4.4		4.4
714	BURLTN	1.8		1.8
714	CAMBRG	11.3		11.3
714	CANTON	4.4		4.4
714	CHASTN	16.6		16.6
714	CHLSEA	3.7		3.7
714	CONCRD	3.6		3.6
714	DUXBRY	2.1	1.8	3.9
714	E-BSTN	19.4		19.4
714	E-BWTR	40.9	12.2	53.1
714	EASTON	2.0		2.0
714	ESSEX-	4.1		4.1
714	EVERET	2.6		2.6
714	FNWYJP	10.2		10.2
714	FOXBRO	.6		.6
714	FRAMHM	1.2		1.2
714	HALIFX	31.2	5.3	36.5
714	HANOVR	2.4		2.4
714	HANSON	7.2	1.0	8.2
714	HARVRD	.6		.6
714	HAVRHL	.6		.6
714	HINGHM	10.9		10.9
714	HULL--	.6		.6
714	HYD-PK	2.8		2.8
714	LAWRNC	.6		.6
714	LOWELL		.9	.9
714	LYNN--	.6	.9	1.5
714	MALDEN	1.2		1.2
714	MARLBO	.6		.6
714	MARSFD	9.8	4.2	14.0
714	MEDFRD	3.8	.9	4.7
714	N-DORC	7.6	.9	8.5
714	NEEDHM	9.1	1.8	10.9
714	NEWBPT	2.3		2.3
714	NEWTON	7.2		7.2
714	NORWEL	2.6		2.6
714	NORWOD	6.6		6.6
714	PEMBRK	1.2		1.2
714	QUINCY	14.9		14.9
714	ROCKLD	23.5	2.0	25.5
714	ROXBRY	7.2		7.2
714	S-BSTN	11.6		11.6
714	S-DORC	6.3		6.3
714	STONHM	.6		.6
714	STOUTN	7.7		7.7
714	SUDBRY	1.2		1.2
714	W-BWTR	21.1		21.1
714	WALTHM	6.8		6.8
714	WATRTN	7.6	3.3	10.9
714	WAYLND	4.3		4.3
714	WELSLY	4.9		4.9
714	WESTON	1.2		1.2
714	WESTWD	4.2		4.2
714	WEYMTH	24.5	7.1	31.6
714	WHITMN	76.5	6.2	82.7
714		1280.6	119.5	1400.1
715	ABNGTN	68.7	26.8	95.5
715	ACTON-	9.3		9.3
715	AMESBY	10.2		10.2
715	ANDOVR	25.6	3.2	28.8
715	ARLNTN	46.2		46.2
715	ASHLND	17.5		17.5
715	AVON--	95.1	13.9	109.0
715	BEDFRD	16.2	4.3	20.5
715	BELGHM	5.8		5.8
715	BELMNT	56.7	4.8	61.5
715	BERLIN		3.8	3.8
715	BEVRLY	12.7		12.7
715	BILRCA	11.8		11.8
715	BOSPPR	1992.6	292.7	2285.3
715	BRGWTR	398.7	67.2	465.9
715	BRITON	225.9	44.7	270.6
715	BRNTRE	271.7	38.2	309.9
715	BROCTN	1903.4	412.0	2315.4
715	BROOKL	138.9	3.1	142.0
715	BURLTN	28.9	1.8	30.7
715	CAMBRG	299.6	79.8	379.4
715	CANTON	302.0	24.3	326.3
715	CARLIL	2.9		2.9
715	CHASTN	242.5	115.2	357.7
715	CHLMFD	36.2	9.2	45.4
715	CHLSEA	53.8	23.5	77.3
715	CLINTN	7.2		7.2
715	COHAST	25.1		25.1
715	CONCRD	29.6	7.0	36.6
715	DANVRS	22.3		22.3
715	DEDHAM	207.0	53.4	260.4
715	DOVER-	43.3	2.2	45.5
715	DRACUT	8.2		8.2
715	DUXBRY	20.0	10.9	30.9
715	E-BSTN	354.8	31.8	386.6
715	E-BWTR	114.3	36.5	150.8
715	EASTON	181.5	33.7	215.2
715	EVERET	41.4	28.5	69.9
715	FNWYJP	526.0	36.0	562.0
715	FOXBRO	43.2		43.2
715	FRAMHM	170.4	27.2	197.6
715	FRNKLN	22.1	6.2	28.3
715	GLOUCS	47.5	25.9	73.4
715	GROTON	8.5		8.5
715	HALIFX	6.2	2.2	8.4
715	HAMLTN	2.5		2.5
715	HANOVR	43.7	21.8	65.5
715	HANSON	20.7	12.1	32.8
715	HARVRD	12.7	4.3	17.0
715	HAVRHL	5.5		5.5
715	HINGHM	62.6	11.3	73.9
715	HULL--	18.0	6.7	24.7
715	HOLBRK	63.0	5.0	68.0
715	HOLSTN	17.9		17.9
715	HOPEDL	11.0		11.0
715	HOPKTN	11.4		11.4
715	HUDSON	4.7	15.8	20.5
715	HYD-PK	144.9	32.2	177.1

TABLE C-2 (continued)

STATION	TOWN	AUTOS	TRUCKS	TOTAL VEHICLES
715	IPSWCH	10.0		10.0
715	LANCTR	3.3		3.3
715	LAWRNC	26.7	16.3	43.0
715	LEXNTN	58.5		58.5
715	LINCLN	20.1		20.1
715	LOWELL	58.0	21.5	79.5
715	LYNFLD	7.1		7.1
715	LYNN--	64.5	17.8	82.3
715	MALDEN	61.0	20.6	81.6
715	MANCTR	1.7	3.7	5.4
715	MARBHD	31.7		31.7
715	MARLBO	27.6		27.6
715	MARSFD	31.3	2.2	33.5
715	MATAPN	61.0	12.5	73.5
715	MAYNRD	5.8		5.8
715	MEDFLD	30.1		30.1
715	MEDFRD	74.0	27.9	101.9
715	MEDWAY	3.3		3.3
715	MELROS	23.9	4.3	28.2
715	METHUN	11.5	3.2	14.7
715	MILFRD	3.2		3.2
715	MILLIS	6.4		6.4
715	MILTON	186.1	3.2	189.3
715	N-DORC	240.9	68.4	309.3
715	NAHANT	2.5		2.5
715	NATICK	96.2	27.7	123.9
715	NEEDHM	293.2	35.0	328.2
715	NEWB--	12.5		12.5
715	NEWBPT	7.8		7.8
715	NEWTON	377.8	30.7	408.5
715	NORBRO		2.0	2.0
715	NORFLK	9.3		9.3
715	NORWEL	10.1		10.1
715	NORWOD	163.1	7.4	170.5
715	PEABDY	36.7	7.4	44.1
715	PEMBRK	19.4	7.5	26.9
715	PEPREL	2.5		2.5
715	QUINCY	434.5	64.1	498.6
715	RANDLP	160.5	12.0	172.5
715	READNG	10.1	2.0	12.1
715	REVERE	34.8	6.6	41.4
715	ROCKLD	48.6	21.2	69.8
715	ROCKPT	9.6		9.6
715	ROXBRY	166.7	32.4	199.1
715	RSLNDL	148.2	15.6	163.8
715	S-BSTN	301.2	351.8	653.0
715	S-DORC	70.3	52.3	122.6
715	SALEM-	25.9	4.3	30.2
715	SALSBY	2.6		2.6
715	SAUGUS	20.8		20.8
715	SCITUT	47.2		47.2
715	SHARON	41.1	4.8	45.9
715	SHERBN	8.6		8.6
715	SOMRVL	73.3	24.3	97.6
715	SOUTHB	12.3		12.3
715	STONHM	28.8	3.0	31.8
715	STOUTN	206.7	24.7	231.4
715	STOW--	2.5		2.5
715	SUDBRY	22.3		22.3
715	SWMSCT	9.6		9.6
715	TEWKSB	9.5	7.4	16.9
715	TOPSFD	19.2		19.2
715	W-BWTR	88.0	22.6	110.6
715	WAKEFD	27.3	3.7	31.0
715	WALPOL	51.6	33.6	85.2
715	WALTHM	162.6	42.7	205.3
715	WATRTN	104.0	30.7	134.7
715	WAYLND	51.1		51.1
715	WELSLY	134.5	2.0	136.5
715	WESBRO	8.0	3.2	11.2
715	WESFRD	6.0	1.8	7.8
715	WESTON	65.0		65.0
715	WESTWD	49.3	3.7	53.0
715	WEYMTH	158.0	10.5	168.5
715	WHITMN	67.9	9.8	77.7
715	WILMTN	16.7	3.6	20.3
715	WINCTR	17.5		17.5
715	WINTHP	31.4		31.4
715	WOBURN	46.6		46.6
715	WRENTH	8.0		8.0
715		13657.3	2692.9	16350.2
716	ABNGTN	3.9		3.9
716	BRGWTR	439.2	13.2	452.4
716	BROCTN	86.3	9.9	96.2
716	CHASTN	1.7		1.7
716	E-BWTR	8.7		8.7
716	HALIFX	7.2		7.2
716	HANSON	3.2		3.2
716	HOLBRK		4.0	4.0
716	MENDON	3.4		3.4
716	PEMBRK	3.0		3.0
716	PLAINV	3.8		3.8
716	RANDLP	3.8		3.8
716	ROCKLD	6.9		6.9
716	STOUTN	3.0		3.0
716	W-BWTR	12.8	10.4	23.2
716	WEYMTH	11.3		11.3
716	WHITMN	6.5		6.5
716		604.7	37.5	642.2
717	ABNGTN	137.9	21.6	159.5
717	ACTON-	5.1		5.1
717	ARLNTN	9.4		9.4
717	AVON--	39.6		39.6
717	BEDFRD	3.7		3.7
717	BELMNT	2.8		2.8
717	BEVRLY	6.3		6.3
717	BLKSTN	3.3		3.3
717	BOSPPR	130.4	6.3	136.7
717	BRGWTR	1174.7	174.5	1349.2
717	BRITON	16.5	2.1	18.6
717	BRNTRE	80.1	9.7	89.8
717	BROCTN	1677.8	200.2	1878.0
717	CAMBRG	13.4	13.7	27.1
717	CANTON	16.6	4.2	20.8
717	CHASTN	9.0	5.5	14.5
717	CHLMFD	3.2		3.2
717	COHAST	5.6	5.1	10.7
717	DEDHAM	15.5	4.4	19.9
717	DOVER-	5.8		5.8
717	E-BSTN	11.7		11.7
717	E-BWTR	212.0	33.2	245.2
717	EASTON	72.5	1.7	74.2
717	EVERET	5.1		5.1
717	FNWYJP	44.5		44.5
717	FOXBRO		1.6	1.6
717	FRAMHM	5.8		5.8
717	FRNKLN	2.9		2.9
717	GLOUCS	3.1		3.1
717	HALIFX	6.7	4.6	11.3
717	HANOVR	48.4	7.7	56.1
717	HANSON	12.8	10.6	23.4
717	HINGHM	43.2		43.2
717	HULL--	27.2	3.7	30.9
717	HOLBRK	36.2	7.2	43.4
717	HYD-PK	16.4	3.7	20.1
717	LEXNTN	2.8		2.8
717	LYNFLD	3.2		3.2
717	LYNN--	8.5	3.4	11.9
717	MALDEN	10.7	4.6	15.3
717	MARBHD	3.7		3.7
717	MARLBO	2.8		2.8
717	MARSFD	16.9	2.1	19.0
717	MATAPN	8.2		8.2
717	MAYNRD	2.6		2.6
717	MEDFLD	3.8		3.8
717	MEDFRD	3.1		3.1
717	MEDWAY	3.0		3.0
717	MELROS	3.1		3.1
717	MENDON	12.5		12.5
717	METHUN	3.0		3.0
717	MILTON	15.7	5.9	21.6
717	N-DORC	22.1	7.4	29.5
717	NATICK	2.5		2.5
717	NEEDHM	8.9		8.9
717	NEWTON	13.2		13.2
717	NORWEL	3.0	2.5	5.5
717	NORWOD	12.0		12.0
717	PEABDY	3.2	1.1	4.3
717	PEMBRK	10.7	2.6	13.3
717	PEPREL	2.8		2.8
717	QUINCY	102.4	12.1	114.5
717	RANDLP	30.3	4.0	34.3
717	ROCKLD	101.2	16.0	117.2
717	ROXBRY	24.1		24.1
717	RSLNDL	12.6	1.5	14.1
717	S-BSTN	41.4	14.8	56.2
717	S-DORC	23.7	1.6	25.3
717	SALEM-	6.7		6.7
717	SAUGUS	6.0		6.0
717	SCITUT	17.3	13.6	30.9
717	SHARON	13.6	4.3	17.9
717	SOMRVL	14.6	2.7	17.3
717	SOUTHB	2.6		2.6
717	STONHM	2.7		2.7
717	STOUTN	36.1	1.4	37.5
717	TEWKSB	6.2		6.2
717	UXBRDG	3.4		3.4
717	W-BWTR	141.9	20.6	162.5
717	WALPOL	15.8	1.4	17.2
717	WALTHM	3.7		3.7
717	WATRTN	3.7		3.7
717	WAYLND	3.5		3.5
717	WELSLY	5.0		5.0
717	WESTON	9.3	4.8	14.1
717	WESTWD	4.2		4.2
717	WEYMTH	166.4	11.1	177.5
717	WHITMN	189.1	44.5	233.6
717	WINCTR	8.4		8.4
717	WOBURN	3.7		3.7
717	WRENTH	3.1		3.1
717		5089.9	705.3	5795.2
718	BRGWTR	577.2	39.4	616.6
718	BROCTN	3.4		3.4
718	CLINTN	.3		.3
718	FRAMHM	.6		.6
718	GROTON		.4	.4
718	HALIFX	11.4		11.4
718	HANSON	7.7		7.7
718	HOPEDL	.3		.3
718	MARLBO	.3		.3
718	MILFRD	.3		.3
718	NORBRG	2.4	.8	3.2
718	NORBRO	.3	.4	.7
718	SOUTHB	.6		.6
718	UPTON-	.3		.3
718	UXBRDG	4.2	2.0	6.2
718		609.3	43.0	652.3
719	ABNGTN	1.6		1.6
719	ARLNTN	1.8		1.8
719	BLKSTN	1.7		1.7
719	BOSPPR	2.7		2.7
719	BRGWTR	167.0	16.5	183.5
719	BRITON	3.1		3.1
719	BRNTRE	2.4		2.4
719	BROCTN	115.6	8.4	124.0
719	CHLMFD	1.8		1.8
719	COHAST	2.6		2.6
719	CONCRD	1.3		1.3
719	E-BSTN	2.4		2.4
719	E-BWTR	8.3	6.8	15.1
719	EASTON	6.2	.6	6.8
719	FNWYJP	1.3		1.3
719	HALIFX	2.1		2.1
719	HANSON	3.8	.7	4.5
719	HINGHM	1.8		1.8
719	HOLBRK	.8		.8
719	HYD-PK	.8		.8
719	MARSFD	1.8	1.1	2.9
719	N-DORC	4.4		4.4
719	NATICK		.7	.7
719	PEMBRK	1.6		1.6
719	QUINCY	4.9		4.9
719	RANDLP	.8		.8
719	READNG	2.4		2.4
719	ROCKLD	7.6		7.6
719	S-BSTN	1.9		1.9
719	S-DORC	1.7		1.7
719	STOUTN	2.8	2.2	5.0
719	W-BWTR	6.2		6.2
719	WATRTN	2.0		2.0
719	WESTWD	2.4		2.4
719	WEYMTH	15.0		15.0
719	WHITMN	1.6	2.8	4.4
719		386.2	39.8	426.0
720	ABNGTN	6.4	5.4	11.8
720	AVON--	3.4		3.4
720	BOSPPR	9.4		9.4
720	BRGWTR	71.6	12.0	83.6
720	BRNTRE	16.3		16.3
720	BROCTN	69.1	11.8	80.9
720	BROOKL	1.9		1.9
720	DUXBRY	3.0		3.0
720	E-BSTN	2.7		2.7
720	E-BWTR	39.3	4.8	44.1
720	EASTON	4.2		4.2
720	FOXBRO	1.5	2.3	3.8
720	HALIFX	49.0	24.1	73.1
720	HANOVR	36.5	7.9	44.4
720	HANSON	29.7	13.2	42.9
720	HINGHM	1.7		1.7
720	HYD-PK	2.2		2.2
720	LEXNTN	1.9		1.9
720	N-DORC	5.1		5.1
720	NORBRG	1.7		1.7
720	NORWEL	6.4		6.4
720	PEMBRK	9.3		9.3
720	QUINCY	4.0		4.0
720	RANDLP	2.0		2.0
720	ROCKLD	6.6	1.9	8.5
720	S-DORC	4.4	4.3	8.7
720	SCITUT	4.2		4.2
720	STOUTN	6.4		6.4
720	W-BWTR	3.5	1.4	4.9
720	WALPOL	3.0		3.0
720	WEYMTH	20.1		20.1
720	WHITMN	32.8	4.1	36.9
720		459.3	93.2	552.5
721	ABNGTN	6.3		6.3
721	AVON--	1.9		1.9
721	BOSPPR	7.2		7.2
721	BRGWTR	56.9	5.4	62.3
721	BRITON	2.1		2.1
721	BRNTRE	12.8		12.8
721	BROCTN	144.3	5.8	150.1
721	CANTON	4.1	1.4	5.5
721	COHAST	1.8		1.8
721	E-BWTR	56.4	10.0	66.4
721	EASTON	12.4	2.1	14.5
721	FNWYJP	6.7		6.7
721	FOXBRO	4.6		4.6
721	FRNKLN	2.3		2.3
721	HALIFX	66.6	15.6	82.2
721	HANSON	10.5	5.6	16.1
721	HOLBRK		1.1	1.1
721	HYD-PK	3.1		3.1
721	NATICK	2.3		2.3
721	PEMBRK	2.0		2.0
721	QUINCY	9.1	1.1	10.2
721	RANDLP	8.5		8.5
721	RSLNDL	1.8		1.8
721	SHARON	2.5		2.5
721	SOMRVL	1.7		1.7
721	STOUTN	5.6		5.6
721	W-BWTR	13.2		13.2
721	WALPOL	3.8		3.8
721	WALTHM	3.6		3.6
721	WESTWD	5.0		5.0
721	WEYMTH	16.9		16.9
721	WHITMN	44.2	7.1	51.3
721		520.2	55.2	575.4
722	ABNGTN	34.4	.8	35.2
722	ARLNTN	3.1		3.1
722	AVON--	9.4		9.4
722	BEDFRD	3.0		3.0
722	BELGHM	2.3		2.3
722	BELMNT	5.1		5.1
722	BILRCA	1.6		1.6
722	BOSPPR	32.6		32.6
722	BRGWTR	16.3		16.3
722	BRITON	2.6	2.2	4.8
722	BRNTRE	47.9		47.9
722	BROCTN	64.3	13.9	78.2
722	BROOKL	1.6		1.6
722	CAMBRG	5.8		5.8
722	CANTON	2.8		2.8
722	CHASTN	5.7		5.7
722	CHLSEA		1.7	1.7
722	DOVER-	2.9		2.9
722	DRACUT	1.6		1.6
722	DUXBRY	3.4		3.4
722	E-BSTN	1.1		1.1
722	E-BWTR	25.5		25.5
722	EVERET	3.1	2.0	5.1
722	FNWYJP	9.2		9.2
722	FOXBRO	2.7		2.7
722	FRNKLN	2.2		2.2
722	HALIFX	103.0	47.3	150.3
722	HANOVR	52.5		52.5
722	HANSON	118.0	27.0	145.0
722	HINGHM	16.8	4.4	21.2
722	HOLBRK	6.6		6.6
722	HOPEDL	1.6		1.6
722	HYD-PK	8.6		8.6
722	LYNFLD	1.3		1.3
722	LYNN--	4.6		4.6
722	MARSFD	17.5	1.5	19.0
722	MATAPN	1.6		1.6
722	MEDFLD	2.0		2.0
722	MEDFRD	1.3		1.3
722	MILTON	3.3		3.3
722	N-DORC	32.5	2.5	35.0
722	NEEDHM	5.8		5.8
722	NEWTON	1.8		1.8
722	NORWEL	10.2	7.7	17.9
722	NORWOO	5.7		5.7
722	PEMBRK	55.2	4.0	59.2
722	QUINCY	49.5	.8	50.3
722	RANDLP	12.5		12.5
722	ROCKLD	36.9		36.9
722	ROXBRY	4.7		4.7
722	RSLNDL	6.5		6.5
722	S-BSTN	18.2		18.2

TABLE C-2 (continued)

STATION	TOWN	AUTOS	TRUCKS	TOTAL VEHICLES
722	S-DORC	15.8		15.8
722	SHARON	3.8		3.8
722	STOUTN	10.2		10.2
722	W-BWTR	2.2		2.2
722	WAKEFD	1.6		1.6
722	WALPOL	7.9		7.9
722	WALTHM		5.0	5.0
722	WELSLY	3.8		3.8
722	WENHAM	3.0		3.0
722	WESTWD	7.9		7.9
722	WEYMTH	92.0	4.0	96.0
722	WHITMN	38.0	2.8	40.8
722	WOBURN	1.8		1.8
722		1056.4	127.6	1184.0
723	ABNGTN	11.9	5.5	17.4
723	ACTON-	1.1		1.1
723	ARLNTN	5.6		5.6
723	ASHLND	13.1		13.1
723	AVON--	8.2		8.2
723	BEDFRD	3.4		3.4
723	BELGHM	23.5		23.5
723	BELMNT	8.8		8.8
723	BEVRLY	3.4		3.4
723	BLKSTN	8.1		8.1
723	BOSPPR	34.9	3.7	38.6
723	BRGWTR	266.1	34.2	300.3
723	BRITON	1.1		1.1
723	BRNTRE	26.7		26.7
723	BROCTN	636.7	54.0	690.7
723	BROOKL	9.6		9.6
723	CAMBRG	7.6		7.6
723	CANTON	30.5		30.5
723	CHLMFD	3.4		3.4
723	CHLSEA	7.3		7.3
723	CONCRD	1.1		1.1
723	DEDHAM	36.0		36.0
723	DUXBRY	39.6	7.4	47.0
723	E-BWTR	183.7	32.8	216.5
723	EASTON	47.4	4.3	51.7
723	EVERET	1.9		1.9
723	FNWYJP	11.8		11.8
723	FOXBRO	68.1		68.1
723	FRAMHM	19.3		19.3
723	FRNKLN	3.9	.4	4.3
723	HALIFX	393.8	46.3	440.1
723	HANOVR		2.1	2.1
723	HANSON	79.5	16.3	95.8
723	HAVRHL	5.1		5.1
723	HINGHM	4.6		4.6
723	HOLBRK	34.8		34.8
723	HOLSTN	14.1		14.1
723	HOPEDL	1.7		1.7
723	HOPKTN	8.0		8.0
723	HYD-PK	6.6		6.6
723	LAWRNC	6.4		6.4
723	LEXNTN	10.9		10.9
723	LINCLN	1.7		1.7
723	LOWELL	6.5		6.5
723	MARBHD	2.4		2.4
723	MARLBD	1.7		1.7
723	MARSFD	9.5		9.5
723	MAYNRD	1.9		1.9
723	MEDFLD	3.4		3.4
723	MEDWAY	5.4	1.7	7.1
723	MELROS	1.7		1.7
723	MILFRD	9.3		9.3
723	MILLIS	12.6		12.6
723	MILTON	27.9		27.9
723	N-DORC	3.0		3.0
723	NAHANT	1.8		1.8
723	NATICK	4.6		4.6
723	NEEDHM	29.4		29.4
723	NEWTON	51.3		51.3
723	NORBRG	3.9		3.9
723	NORFLK	10.2		10.2
723	NORWEL	1.4		1.4
723	NORWOD	32.3		32.3
723	PEMBRK	57.4	15.3	72.7
723	PLAINV	33.6		33.6
723	QUINCY	15.9		15.9
723	RANDLP	7.2		7.2
723	ROCKLD	9.1		9.1
723	ROXBRY	2.4	2.1	4.5
723	RSLNDL	15.6		15.6
723	S-BSTN	13.5	3.8	17.3
723	S-DORC	2.8		2.8
723	SALEM-	2.8		2.8
723	SCITUT	1.2		1.2
723	SHARON	40.9		40.9
723	SHERBN	1.9		1.9
723	SOMRVL	17.7		17.7
723	STOUTN	78.0	4.4	82.4
723	SUDBRY	6.8		6.8
723	UPTON-	1.8		1.8
723	UXBRDG	5.4		5.4
723	W-BWTR	85.4	5.9	91.3
723	WALPOL	53.1		53.1
723	WALTHM	23.9	1.7	25.6
723	WATRTN	7.0		7.0
723	WAYLND	6.1		6.1
723	WELSLY	15.3		15.3
723	WESTON	21.1		21.1
723	WESTWD	21.0		21.0
723	WEYMTH	19.4	1.1	20.5
723	WHITMN	46.0	2.3	48.3
723	WRENTM	32.7		32.7
723		2956.2	245.3	3201.5
724	ABNGTN	92.4		92.4
724	ARLNTN	2.6		2.6
724	ASHLND	3.1		3.1
724	AVON--	19.5		19.5
724	BELGHM	2.8		2.8
724	BOSPPR	14.7	3.9	18.6
724	BRGWTR	9.6		9.6
724	BRITON	5.7		5.7
724	BRNTRE	23.4		23.4
724	BROCTN	794.6	66.7	861.3
724	BROOKL	4.2		4.2
724	BURLTN	4.2		4.2
724	CAMBRG	6.4		6.4
724	CANTON	27.1		27.1
724	CHASTN	9.6		9.6
724	CHLMFD	3.2		3.2
724	DEDHAM	2.4		2.4
724	DUXBRY	8.2		8.2
724	E-BSTN	3.4		3.4
724	E-BWTR	20.5	11.2	31.7
724	EASTON	7.7		7.7
724	FNWYJP	10.4		10.4
724	HALIFX	40.2	12.8	53.0
724	HANOVR	68.7	2.2	70.9
724	HANSON	231.0	27.3	258.3
724	HOLBRK	25.8		25.8
724	HOPKTN	2.2		2.2
724	HYD-PK	7.9		7.9
724	MARSFD	5.7		5.7
724	MATAPN	5.5		5.5
724	MEDWAY		.3	.3
724	MILTON	16.7		16.7
724	N-ANDV	2.3		2.3
724	N-DORC	10.5		10.5
724	NATICK	15.5		15.5
724	NEEDHM	6.4		6.4
724	NEWTON	3.4		3.4
724	NORWEL	1.9		1.9
724	NORWOD	6.4		6.4
724	PEABDY	3.4		3.4
724	PEMBRK	344.0	63.8	407.8
724	QUINCY	24.9		24.9
724	RANDLP	35.5	12.3	47.8
724	ROCKLD	25.6	4.5	30.1
724	RSLNDL	7.0		7.0
724	S-BSTN	4.0		4.0
724	S-DORC	2.3		2.3
724	SHARON	4.0		4.0
724	SOMRVL	3.4		3.4
724	STOUTN	36.4	2.7	39.1
724	SUDBRY	2.7		2.7
724	W-BWTR	4.6		4.6
724	WALPOL	10.0	12.8	22.8
724	WATRTN	3.6		3.6
724	WEYMTH	42.7		42.7
724	WHITMN	348.2	31.2	379.4
724		2428.1	251.7	2679.8
725	ABNGTN	13.3		13.3
725	ACTON-	6.4		6.4
725	ANDOVR	15.4		15.4
725	ARLNTN	11.5		11.5
725	AYER--	4.7		4.7
725	BELMNT	19.0		19.0
725	BEVRLY	8.7		8.7
725	BOSPPR	290.4		290.4
725	BRGWTR	11.3		11.3
725	BRITON	36.5		36.5
725	BRNTRE	83.1	12.0	95.1
725	BROCTN	22.3	7.0	29.3
725	BROOKL	20.7		20.7
725	BURLTN	7.1		7.1
725	CAMBRG	55.4		55.4
725	CANTON	9.1		9.1
725	CHASTN	10.2		10.2
725	CHLMFD	4.0		4.0
725	CHLSEA	28.7		28.7
725	COHAST	41.5		41.5
725	DANVRS	4.0		4.0
725	DEDHAM	12.7		12.7
725	DUXBRY	926.6	157.3	1083.9
725	E-BSTN	40.6		40.6
725	EVERET	8.7	17.0	25.7
725	FNWYJP	61.3	8.8	70.1
725	FRAMHM	6.7		6.7
725	GLOUCS	12.8		12.8
725	HALIFX	24.5		24.5
725	HANOVR	175.5	3.2	178.7
725	HANSON	7.1		7.1
725	HINGHM	56.1	16.5	72.6
725	HULL--	9.3		9.3
725	HOLBRK	5.3	5.4	10.7
725	HYD-PK	3.2	.3	3.5
725	IPSWCH	4.0		4.0
725	LEXNTN	12.3		12.3
725	LINCLN	4.4		4.4
725	LOWELL	9.1		9.1
725	LYNFLD	19.2		19.2
725	LYNN--	22.9		22.9
725	MALDEN	22.3		22.3
725	MARLBD	8.8		8.8
725	MARSFD	69.8	10.2	80.0
725	MATAPN	17.7		17.7
725	MEDFLD	9.1		9.1
725	MEDFRD	20.6		20.6
725	MILTON	23.1		23.1
725	N-DORC	16.2	5.1	21.3
725	N-RDNG	3.2		3.2
725	NATICK	7.7	5.1	12.8
725	NEEDHM	35.5		35.5
725	NEWBPT	4.7		4.7
725	NEWTON	38.3		38.3
725	NORWEL	55.0		55.0
725	NORWOD	21.1		21.1
725	PEMBRK	244.4	12.1	256.5
725	QUINCY	186.5	4.0	190.5
725	RANDLP	22.0		22.0
725	READNG	4.4	4.4	8.8
725	REVERE	32.3		32.3
725	ROCKLD	58.0		58.0
725	ROCKPT	11.1		11.1
725	ROXBRY	11.1		11.1
725	RSLNDL	16.8		16.8
725	S-BSTN	26.6	4.7	31.3
725	S-DORC	23.1		23.1
725	SALEM-	14.7		14.7
725	SCITUT	22.3		22.3
725	SHARON	4.4		4.4
725	SOMRVL	24.9		24.9
725	STOUTN	4.9		4.9
725	W-BWTR	2.7		2.7
725	WALPOL	7.0		7.0
725	WALTHM	27.3		27.3
725	WATRTN	3.1		3.1
725	WAYLND	3.9		3.9
725	WELSLY	7.6		7.6
725	WESTON	13.2		13.2
725	WEYMTH	68.5		68.5
725	WHITMN	27.6		27.6
725	WILMTN	6.4	5.1	11.5
725	WINCTR	8.5		8.5
725	WINTHP	8.0		8.0
725		3370.0	278.2	3648.2
726	ABNGTN	81.3	14.3	95.6
726	ACTON-	15.4		15.4
726	ANDOVR	20.1		20.1
726	ARLNTN	151.1		151.1
726	ASHLND	9.8		9.8
726	AVON--	9.3		9.3
726	AYER--	11.4		11.4
726	BEDFRD	26.7		26.7
726	BELGHM	1.4		1.4
726	BELMNT	129.8		129.8
726	BEVRLY	28.7		28.7
726	BILRCA	21.4		21.4
726	BLKSTN	4.1		4.1
726	BOLTON	2.5		2.5
726	BOSPPR	1694.5	112.9	1807.4
726	BOXFRD	3.0		3.0
726	BRGWTR	2.8	5.6	8.4
726	BRITON	239.0	4.4	243.4
726	BRNTRE	387.1	43.1	430.2
726	BROCTN	63.8	18.6	82.4
726	BROOKL	160.3		160.3
726	BURLTN	45.5		45.5
726	CAMBRG	388.3	18.2	406.5
726	CANTON	61.4	8.1	69.5
726	CARLIL	3.1		3.1
726	CHASTN	108.0	34.3	142.3
726	CHLMFD	22.2	39.1	61.3
726	CHLSEA	58.9	4.0	62.9
726	CLINTN	2.3		2.3
726	COHAST	49.9		49.9
726	CONCRD	49.9		49.9
726	DANVRS	11.9		11.9
726	DEDHAM	118.9	4.5	123.4
726	DOVER-	20.5		20.5
726	DRACUT	7.5		7.5
726	DUXBRY	357.4	80.7	438.1
726	E-BSTN	332.4		332.4
726	E-BWTR		8.2	8.2
726	EASTON	9.5		9.5
726	EVERET	71.7	10.6	82.3
726	FNWYJP	413.2	8.3	421.5
726	FRAMHM	121.9	6.5	128.4
726	GEOGTN	3.7		3.7
726	GLOUCS	49.7		49.7
726	GROTON	3.0		3.0
726	GROVLD	3.3	2.1	5.4
726	HALIFX	4.1		4.1
726	HANOVR	314.1	68.9	383.0
726	HANSON	33.8	7.6	41.4
726	HARVRD	10.8		10.8
726	HAVRHL	20.2		20.2
726	HINGHM	314.4	12.4	326.8
726	HULL--	93.4		93.4
726	HOLBRK	62.2	3.6	65.8
726	HOLSTN	12.5		12.5
726	HOPKTN	8.3		8.3
726	HUDSON	5.5		5.5
726	HYD-PK	160.0	21.5	181.5
726	IPSWCH	8.7		8.7
726	LANCTR	11.9		11.9
726	LAWRNC	9.6		9.6
726	LEXNTN	103.4		103.4
726	LINCLN	13.1		13.1
726	LITLTN	5.4		5.4
726	LOWELL	59.4	4.5	63.9
726	LYNFLD	17.5		17.5
726	LYNN--	98.3		98.3
726	MALDEN	107.3	3.6	110.9
726	MANCTR	12.5		12.5
726	MARBHD	39.0		39.0
726	MARLBD	25.3		25.3
726	MARSFD	239.3	54.8	294.1
726	MATAPN	105.8		105.8
726	MAYNRD	3.2		3.2
726	MEDFLD	18.9		18.9
726	MEDFRD	107.2	10.4	117.6
726	MEDWAY	10.3		10.3
726	MELROS	83.3	3.3	86.6
726	MENDON	3.8		3.8
726	MERIMC	6.6		6.6
726	METHUN	11.1		11.1
726	MILFRD	3.1		3.1
726	MILLIS	5.5		5.5
726	MILTON	244.8		244.8
726	N-ANDV	16.0		16.0
726	N-DORC	334.9	33.4	368.3
726	N-RDNG	6.2		6.2
726	NAHANT	15.8	4.5	20.3
726	NATICK	63.8	15.1	78.9
726	NEEDHM	159.8	8.6	168.4
726	NEWB--		2.4	2.4
726	NEWBPT	11.1		11.1
726	NEWTON	293.5	18.3	311.8
726	NORBRG	5.7		5.7
726	NORBRO	10.8		10.8
726	NORFLK	5.3		5.3
726	NORWEL	145.4		145.4
726	NORWOD	73.9	4.0	77.9
726	PEABDY	29.6	6.0	35.6
726	PEMBRK	247.3	57.8	305.1
726	QUINCY	853.4	46.9	900.3
726	RANDLP	78.7		78.7
726	READNG	48.4		48.4
726	REVERE	52.1	14.2	66.3
726	ROCKLD	183.3	15.6	198.9
726	ROCKPT	33.2		33.2
726	ROWLEY	4.4		4.4
726	ROXBRY	191.8	10.5	202.3
726	RSLNDL	262.9	17.0	279.9
726	S-BSTN	228.9	43.9	272.8
726	S-DORC	222.3	3.6	225.9
726	SALEM-	31.9	8.9	40.8
726	SALSBY	2.9		2.9
726	SAUGUS	25.2		25.2
726	SCITUT	121.4	11.2	132.6
726	SHARON	16.8		16.8
726	SHIRLY	5.7		5.7

TABLE C-2 (continued)

STATION	TOWN	AUTOS	TRUCKS	TOTAL VEHICLES
726	SOMRVL	208.5	13.9	222.4
726	SOUTHB	5.9		5.9
726	STONHM	10.7		10.7
726	STOUTN	43.5		43.5
726	STOW--	8.9		8.9
726	SUDBRY	8.6		8.6
726	SWMSCT	18.9		18.9
726	TEWKSB	13.4		13.4
726	TOPSFD	3.1		3.1
726	W-BWTR	3.6	4.5	8.1
726	W-NBRY	2.4		2.4
726	WAKEFD	50.5	4.0	54.5
726	WALPOL	32.2	9.1	41.3
726	WALTHM	119.7		119.7
726	WATRTN	113.8	7.6	121.4
726	WAYLND	15.1	4.1	19.2
726	WELSLY	122.4		122.4
726	WESBRO	5.0	4.1	9.1
726	WESFRD	3.6		3.6
726	WESTON	66.8		66.8
726	WESTWD	50.9		50.9
726	WEYMTH	634.9	60.2	695.1
726	WHITMN	19.2	7.9	27.1
726	WILMTN	17.2		17.2
726	WINCTR	42.9		42.9
726	WINTHP	47.9		47.9
726	WOBURN	42.9		42.9
726		13266.1	1051.4	14317.5
727	ABNGTN	6.7		6.7
727	ARLNTN	3.2		3.2
727	BOSPPR	30.0		30.0
727	BRITON	4.4		4.4
727	BRNTRE	15.7		15.7
727	BROCTN	5.5		5.5
727	BROOKL	2.5		2.5
727	CAMBRG	3.0		3.0
727	CHASTN	7.6		7.6
727	COHAST	154.2		154.2
727	CONCRD	3.2		3.2
727	DANVRS	2.6		2.6
727	DUXBRY	1745.8	241.3	1987.1
727	EVERET		4.8	4.8
727	FNWYJP	9.2		9.2
727	FRAMHM	1.7		1.7
727	GLOUCS	4.6		4.6
727	HANOVR	12.7		12.7
727	HAVRHL	5.4		5.4
727	HINGHM	43.5	3.1	46.6
727	HULL--	66.7	16.9	83.6
727	HOLBRK	1.9		1.9
727	HYD-PK	2.3		2.3
727	MALDEN	4.6	4.8	9.4
727	MARBHD	2.1		2.1
727	MARSFD	891.5	89.5	981.0
727	MEDFRD	1.9		1.9
727	MELROS	5.4		5.4
727	MIDLTN	5.0		5.0
727	MILTON	4.7		4.7
727	N-DORC	7.3	7.6	14.9
727	NEEDHM	8.6		8.6
727	NEWTON	12.7		12.7
727	NORWEL	7.8	6.3	14.1
727	PEMBRK	11.0	23.7	34.7
727	QUINCY	45.8		45.8
727	S-BSTN	7.0		7.0
727	S-DORC	5.7		5.7
727	SALEM-	1.9		1.9
727	SAUGUS	4.6		4.6
727	SCITUT	279.9	5.1	285.0
727	STOUTN	2.1		2.1
727	SWMSCT	3.9		3.9
727	WALTHM	8.2		8.2
727	WATRTN	10.5		10.5
727	WENHAM	2.1		2.1
727	WEYMTH	38.3		38.3
727	WHITMN	2.1		2.1
727		3507.1	403.1	3910.2
728	BOSPPR	3.2		3.2
728	BROCTN	9.8		9.8
728	COHAST	2.6		2.6
728	DUXBRY	1923.3	192.3	2115.6
728	FNWYJP	3.4		3.4
728	HANOVR	2.6		2.6
728	HINGHM	6.5		6.5
728	HULL--	3.3		3.3
728	MARSFD	78.2	1.7	79.9
728	MILTON	2.0		2.0
728	PEMBRK	4.2		4.2
728	QUINCY	4.5		4.5
728	ROCKLD	3.1		3.1
728	S-BSTN	3.3		3.3
728	SCITUT	14.2		14.2
728	STOW--	2.8		2.8
728	WALPOL	3.4		3.4
728	WHITMN		2.4	2.4
728		2070.4	196.4	2266.8
TOTAL ALL		325143.4	37837.2	362980.6

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(1) The City of Boston is divided into 13 separate communities as follows: BOSPPR, Boston Proper (Downtown Area); BRITON, Brighton; CHASTN, Charlestown; E-BSTN, East Boston; FNWYJP, Fenway - Jamaica Plain; HYD-PK, Hyde Park; MATAPN, Matapan; N-DORC, North Dorchester; ROXBRY, Roxbury; RSLNDL, Roslindale; S-BSTN, South Boston; S-DORC, South Dorchester; W-ROXB, West Roxbury.

(2) The information in this table has been assembled directly from the corresponding traffic subzone data. A listing of towns and subzones is contained in Table A.

TABLE C-3

1963 TRIPS BETWEEN EXTERNAL STATIONS AND EXTERNAL STATIONS

24-HOUR PERIOD

STATION	STATION	AUTOS	TRUCKS	TOTAL VEHICLES
627	628	320.7	5.5	326.2
627	629	4.2		4.2
627	631	1.5		1.5
627	633	11.9		11.9
627	635	4.7		4.7
627	637	2.6		2.6
627	639	1.5		1.5
627	640	11.3	1.8	13.1
627	643	17.8		17.8
627	645	18.4		18.4
627	651	6.5		6.5
627	652	3.7		3.7
627	656	13.8		13.8
627	659	19.8		19.8
627	668	15.1		15.1
627	669	3.6		3.6
627	671	33.6		33.6
627	682	2.6		2.6
627	699	8.4		8.4
627	715	4.2		4.2
627	726	2.4		2.4
627	727	1.2		1.2
627		509.5	7.3	516.8
628	627	240.7	15.3	256.0
628	629	439.4	22.7	462.1
628	630	9.1		9.1
628	631	61.0	6.7	67.7
628	632	.9		.9
628	633	13.0	1.7	14.7
628	634	19.5		19.5
628	635	18.6		18.6
628	636	5.2		5.2
628	637	3.0		3.0
628	638	1.0		1.0
628	639	1.5		1.5
628	640	32.5	.7	33.2
628	643	12.7	2.1	14.8
628	645	2.3		2.3
628	646	8.8		8.8
628	651	16.4		16.4
628	652	20.5		20.5
628	655	4.0		4.0
628	656	14.2		14.2
628	659	29.1		29.1
628	662	1.3		1.3
628	663	1.3		1.3
628	664	.7		.7
628	665	3.9		3.9
628	666	2.7		2.7
628	667	.9		.9
628	668	18.1		18.1
628	669	12.6		12.6
628	671	59.8		59.8
628	675	2.5		2.5
628	690	2.5		2.5
628	698	1.1		1.1
628	699	12.3		12.3
628	711	1.6		1.6
628	715	1.5		1.5
628	725	1.6		1.6
628	726	1.7		1.7
628		1079.5	49.2	1128.7
629	627	4.0		4.0
629	628	456.0	53.0	509.0
629	630	1.1	12.5	13.6
629	631	11.5		11.5
629	632	2.5		2.5
629	633	4.6		4.6
629	634	.7		.7
629	637	5.9		5.9
629	639	3.5		3.5
629	640	35.6	1.6	37.2
629	641	5.9		5.9
629	643	3.0		3.0
629	645	2.6		2.6
629	646	1.8		1.8
629	651	2.9		2.9
629	652	4.1		4.1
629	655	.8		.8
629	659	14.4		14.4
629	665	4.6		4.6
629	668	4.1		4.1
629	669	2.9	2.2	5.1
629	671	64.6	.8	65.4
629	683	.5		.5
629	692	1.9		1.9
629	699	17.5		17.5
629	715	7.8		7.8
629	724	1.8		1.8
629	726	14.6		14.6
629	727	1.0		1.0
629		682.2	70.1	752.3
630	627	.9	1.4	2.3
630	628	5.5	.7	6.2
630	631	4.9		4.9
630	632	2.4		2.4
630	633	4.8		4.8
630	634	2.5		2.5
630	635	5.6		5.6
630	637	3.3		3.3
630	640	2.6	1.1	3.7
630	645	1.8		1.8
630	652	7.4	.7	8.1
630	656	.9	1.1	2.0
630	659	6.0		6.0
630	668	11.5	.8	12.3
630	671	57.8	11.6	69.4
630	699	17.2	3.6	20.8
630	715	2.4	.7	3.1
630	726	5.3		5.3
630		142.8	21.7	164.5
631	627	7.8		7.8
631	628	37.9	1.1	39.0
631	629	13.5		13.5
631	630	13.8		13.8
631	632	5.0		5.0
631	633	5.4		5.4
631	634	6.7		6.7
631	635	4.8		4.8
631	636	3.3		3.3
631	637	1.8		1.8
631	639	6.6		6.6
631	640	67.9	2.5	70.4
631	643	8.3		8.3
631	645	13.2		13.2
631	647	.4		.4
631	652	7.0	5.5	12.5
631	653	.8		.8
631	655	3.6		3.6
631	656	4.2		4.2
631	659	78.9	5.6	84.5
631	662	1.5		1.5
631	664	3.9		3.9
631	665	20.7		20.7
631	666	6.8		6.8
631	667	3.0		3.0
631	668	83.7	5.5	89.2
631	669	41.6	44.6	86.2
631	670	1.5		1.5
631	671	2097.2	135.7	2232.9
631	672	1.7		1.7
631	674	1.6		1.6
631	679	1.0		1.0
631	682	1.5		1.5
631	683	2.3		2.3
631	684	4.2	1.1	5.3
631	685	3.1		3.1
631	686	1.4		1.4
631	692	10.2		10.2
631	693	1.7		1.7
631	694	2.6		2.6
631	695	6.4	1.6	8.0
631	696		1.5	1.5
631	698	3.9		3.9
631	699	305.2	28.9	334.1
631	700	18.1		18.1
631	704	3.1		3.1
631	705	1.0		1.0
631	711	4.2		4.2
631	713	1.7		1.7
631	714	.3		.3
631	715	141.4	30.7	172.1
631	717	4.7		4.7
631	722	.9		.9
631	724	9.5		9.5
631	725	30.5	6.1	36.6
631	726	165.5	7.0	172.5
631	727	1.3		1.3
631		3279.8	277.4	3557.2
632	627	2.6		2.6
632	628	.7		.7
632	629	2.1		2.1
632	630		.7	.7
632	631	.5		.5
632	633	1.7		1.7
632	652	1.4		1.4
632	659	.5		.5
632	684	1.3		1.3
632	699	1.0		1.0
632		11.8	.7	12.5
633	627	5.7		5.7
633	628	32.4	1.3	33.7
633	629	.6		.6
633	630	4.4	2.3	6.7
633	631	8.5		8.5
633	632	1.1		1.1
633	633	.6		.6
633	634	1.6		1.6
633	659	.7		.7
633	669	2.1		2.1
633	671	.8		.8
633	699	1.3		1.3
633		59.8	3.6	63.4
634	628	14.6		14.6
634	629	4.7		4.7
634	631	7.1		7.1
634	632	1.0		1.0
634	633	1.6		1.6
634	635	2.0		2.0
634	637		.8	.8
634	640	1.7		1.7
634	643	1.0		1.0
634	645	.7		.7
634	671	.7		.7
634		35.1	.8	35.9
635	628	2.8		2.8
635	629	2.0		2.0
635	630	9.0	1.4	10.4
635	631	5.0		5.0
635	632	2.0		2.0
635	633		3.5	3.5
635	634	3.0		3.0
635	637	9.0		9.0
635	638	.6		.6
635	639	3.3		3.3
635	640	13.6	2.1	15.7
635	655	.9		.9
635	671	1.9		1.9
635		53.1	7.0	60.1
636	627	1.7		1.7
636	628	1.2		1.2
636	629	.8		.8
636	631	5.0		5.0
636	635	1.0		1.0
636	637	1.7		1.7
636	640	2.4		2.4
636	671	.9		.9
636	699	1.7		1.7
636	715	.8		.8
636		17.2		17.2
637	628	14.8		14.8
637	630	2.7		2.7
637	631	5.7		5.7
637	635	1.4	3.6	5.0
637	638	.6		.6
637	639	10.2	3.1	13.3
637	640	28.4	15.6	44.0
637	643	5.0	2.7	7.7
637	645	1.2		1.2
637	651	2.0		2.0
637	652	2.5		2.5
637	656	2.5		2.5
637	668	2.5		2.5
637	669	1.6		1.6
637	671	13.9	1.1	15.0
637	704	1.5		1.5
637	715	2.0		2.0
637	726	4.8		4.8
637		103.3	26.1	129.4
638	635	.4		.4
638	639	5.8		5.8
638	640	3.7		3.7
638		9.9		9.9
639	627	2.3		2.3
639	628	13.3		13.3
639	631	3.2		3.2
639	635	1.0		1.0
639	637	16.0	10.1	26.1
639	638	.6		.6
639	640	5.7	2.6	8.3
639	645	1.4		1.4
639	671	1.7		1.7
639		45.2	12.7	57.9
640	627	24.0		24.0
640	628	50.7		50.7
640	629	30.0		30.0
640	630	6.3		6.3
640	631	67.2	4.4	71.6
640	635	20.1	5.6	25.7
640	636	1.8		1.8
640	637	21.7	11.0	32.7
640	638	3.9		3.9
640	639	2.4		2.4
640	641		3.2	3.2
640	643	4.6	3.6	8.2
640	644	.9		.9
640	645	6.9	3.0	9.9
640	671	1.9		1.9
640	699	19.8		19.8
640	726	1.5		1.5
640		263.7	30.8	294.5
641	631	4.6		4.6
641	635	3.4		3.4
641	656	1.1		1.1
641		9.1		9.1
642	635	1.1		1.1
642	637	1.1		1.1
642	640	1.2		1.2
642	699	.9		.9
642		4.3		4.3
643	627	6.4		6.4
643	628	4.9		4.9
643	629	1.4		1.4
643	630	1.8		1.8
643	631	7.4		7.4
643	632	1.1		1.1
643	635	1.6		1.6
643	637	16.2		16.2
643	640	9.5	7.5	17.0
643	644	5.3		5.3
643	645	10.9		10.9
643	646	5.9		5.9
643	647	2.5		2.5
643	649	1.6		1.6
643	659	7.9		7.9
643	665	4.2		4.2
643	666	1.0		1.0
643	668	3.3	3.2	6.5
643	669		4.9	4.9
643	671	21.0	.5	21.5
643	691	1.7		1.7
643	695	2.8		2.8
643	699	20.1		20.1
643	715	7.4		7.4
643		145.9	16.1	162.0
644	643	8.6	2.1	10.7
644	645	.8		.8
644	648	1.5		1.5
644		10.9	2.1	13.0
645	627	7.1		7.1
645	629	1.7		1.7
645	630	3.3		3.3
645	631	1.5		1.5
645	636	1.1		1.1
645	637		1.2	1.2
645	640	5.7	1.6	7.3
645	643	15.6	2.1	17.7
645	646	1.6		1.6
645	647	1.1		1.1
645	650	.6		.6
645	653	1.2		1.2
645	655	.7		.7
645	656	11.5		11.5
645	659	22.7		22.7
645	664	.7		.7
645	665	2.9		2.9
645	668	50.9	.3	51.2
645	669	3.0		3.0
645	671	260.1	11.8	271.9
645	680	1.7		1.7
645	684	3.6		3.6
645	692	1.4		1.4
645	695	1.4		1.4
645	699	112.3	15.0	127.3
645	700	1.8		1.8
645	713	2.1		2.1
645	714	1.0		1.0
645	715	44.1	10.6	54.7
645	717	3.3		3.3
645	725	3.1		3.1
645	726	30.2		30.2
645	727	1.4		1.4
645		600.4	42.6	643.0

TABLE C-3 (continued)

STATION	STATION	AUTOS	TRUCKS	TOTAL VEHICLES
646	627	1.3		1.3
646	628	3.0		3.0
646	648	1.3		1.3
646	671	5.6		5.6
646		11.2		11.2
647	643	4.3		4.3
647	650	.6		.6
647		4.9		4.9
648	628	1.3		1.3
648	631	2.2	1.4	3.6
648	633	1.5		1.5
648	637	3.2		3.2
648	640	.8		.8
648	643	6.5		6.5
648	644	2.0		2.0
648	647	.4		.4
648	648	.9		.9
648	650	2.1	.6	2.7
648	652	6.3		6.3
648	655	34.0		34.0
648	656	9.7		9.7
648	659	19.2	1.2	20.4
648	664	.7	1.0	1.7
648	665	12.6		12.6
648	666	38.0		38.0
648	668	5.0		5.0
648	669	10.6		10.6
648	671	2.9	3.7	6.6
648	685	1.7		1.7
648	699	1.5		1.5
648	715	1.3		1.3
648	726	1.6		1.6
648		166.0	7.9	173.9
649	627	2.6		2.6
649	651		1.3	1.3
649	652	1.9		1.9
649	656	1.5		1.5
649	659	10.5		10.5
649	668	29.6		29.6
649	669	1.5		1.5
649	671	5.9		5.9
649	699	1.5		1.5
649	715	1.5		1.5
649		56.5	1.3	57.8
650	631	.8		.8
650	648	1.5		1.5
650	651	.9		.9
650	652	2.6		2.6
650	655	.8		.8
650	656	11.7		11.7
650	659	8.4		8.4
650	665	.7		.7
650	668	9.3		9.3
650	671	1.1	1.1	2.2
650		37.8	1.1	38.9
651	627	10.1		10.1
651	629	3.6		3.6
651	632	1.0		1.0
651	643	6.4		6.4
651	648	8.4	.6	9.0
651	649	1.2		1.2
651	652	12.8		12.8
651	653	.6		.6
651	659	1.3	.6	1.9
651	662	.9		.9
651	665	.6		.6
651	671	16.5	.7	17.2
651	699	5.8		5.8
651	715	4.5		4.5
651		73.7	1.9	75.6
652	627	18.3		18.3
652	628	25.0		25.0
652	629	3.2		3.2
652	631	15.3		15.3
652	635	.9		.9
652	639	1.6		1.6
652	640	4.5	.7	5.2
652	643	7.9		7.9
652	644	1.6		1.6
652	645	1.5	1.0	2.5
652	648	10.5		10.5
652	649	3.6		3.6
652	650	2.0		2.0
652	651	14.7	.6	15.3
652	653	3.0		3.0
652	654	.8		.8
652	656	5.3		5.3
652	659	22.0	3.0	25.0
652	662	2.7		2.7
652	665	3.6		3.6
652	666	1.6		1.6
652	668	46.8		46.8
652	669	10.5	8.3	18.8
652	671	455.9	51.7	507.6
652	672	1.6		1.6
652	683	2.5		2.5
652	684	8.2	1.4	9.6
652	691	1.7		1.7
652	692	7.2	4.8	12.0
652	695	2.8		2.8
652	698	4.0		4.0
652	699	189.6	25.4	215.0
652	700	20.1		20.1
652	704	5.1		5.1
652	711	1.5		1.5
652	713	10.0	1.6	11.6
652	714	.3		.3
652	715	107.0	11.8	118.8
652	719	.7		.7
652	721	1.1		1.1
652	723	1.2		1.2
652	725	24.8		24.8
652	726	98.2	2.4	100.6
652		1150.4	112.7	1263.1
653	644	1.4		1.4
653	645	2.5		2.5
653	651	8.3		8.3
653	652	3.3		3.3
653	654	.2		.2
653	655	136.2	17.5	153.7
653	656	101.5	11.9	113.4
653	657	.8		.8
653	658	1.2		1.2
653	659	7.2		7.2
653	661	4.2		4.2
653	662	1.0		1.0
653	665	14.7		14.7
653	666	73.2	2.5	75.7
653	667	1.2		1.2
653	668	1.1		1.1
653	669	1.4		1.4
653	699	2.2		2.2
653	715	5.3		5.3
653		366.9	31.9	398.8
654	648	.4		.4
654	655	.8		.8
654	656	2.9		2.9
654	665	.5		.5
654	666	.4		.4
654	686	.4		.4
654		5.4		5.4
655	627	1.5		1.5
655	628	4.2		4.2
655	630	.5		.5
655	631	2.4		2.4
655	648	25.6		25.6
655	650	.9		.9
655	653	110.4	18.9	129.3
655	654	.8		.8
655	656	2.4		2.4
655	657	1.1		1.1
655	665	2.0		2.0
655	666	3.0		3.0
655	667	1.1		1.1
655	668	1.5		1.5
655	686		.9	.9
655	715	3.5		3.5
655	726	4.6		4.6
655		165.5	19.8	185.3
656	627	23.7		23.7
656	628	6.5		6.5
656	629	4.0		4.0
656	630	4.0		4.0
656	631	10.0		10.0
656	645	1.4		1.4
656	646	.7		.7
656	647	.4		.4
656	648	12.7		12.7
656	649	2.9		2.9
656	650	7.8		7.8
656	652	2.6		2.6
656	653	102.1	12.5	114.6
656	654	2.3		2.3
656	655	6.5	1.5	8.0
656	656	.7		.7
656	658		.9	.9
656	659	3.6	1.9	5.5
656	660	1.2		1.2
656	725	1.0		1.0
656	726	.9		.9
656		195.0	16.8	211.8
657	653		3.4	3.4
657	656	.5		.5
657		.5	3.4	3.9
658	659	1.6		1.6
658	665	3.0		3.0
658	666	1.6	.7	2.3
658		6.2	.7	6.9
659	627	21.2		21.2
659	628	25.4		25.4
659	629	9.0		9.0
659	630	10.9	1.2	12.1
659	631	58.7	9.6	68.3
659	634	.7		.7
659	637	1.1		1.1
659	643	2.3		2.3
659	645	23.8		23.8
659	647	.4		.4
659	648	15.4		15.4
659	649	6.1		6.1
659	650	7.2		7.2
659	651	3.7		3.7
659	652	10.5	1.2	11.7
659	653	3.9	2.2	6.1
659	656	1.2		1.2
659	658	1.6	.9	2.5
659	664	1.3		1.3
659	665	1.3		1.3
659	666	7.6	.7	8.3
659	669		2.2	2.2
659	671	4.9		4.9
659	699	19.8	4.0	23.8
659	704	1.9		1.9
659	713	.9		.9
659	715	34.3	8.6	42.9
659	717	2.2		2.2
659	723	2.2		2.2
659	725	2.0		2.0
659	726	68.7	2.0	70.7
659	727	.8		.8
659		351.0	32.6	383.6
660	656	2.5		2.5
660	659	.6		.6
660	666	.7		.7
660		3.8		3.8
661	631	2.7		2.7
661	653	1.1		1.1
661	655	1.8		1.8
661	656	1.4		1.4
661	662	1.5		1.5
661	665	.6		.6
661	666	8.4		8.4
661	668	1.8		1.8
661	686	2.7		2.7
661		22.0		22.0
662	631	1.3		1.3
662	645	3.6		3.6
662	653	.8		.8
662	666	1.8	.1	1.9
662	686	1.4		1.4
662	698	.8		.8
662		9.7	.1	9.8
663	653		1.3	1.3
663	666	5.8		5.8
663		5.8	1.3	7.1
664	628	1.9		1.9
664	631	.9		.9
664	637	1.3		1.3
664	643	1.3		1.3
664	648	2.8	2.5	5.3
664	653	3.4		3.4
664	662	2.3		2.3
664		13.9	2.5	16.4
665	627	1.0		1.0
665	628	3.3		3.3
665	629	16.4		16.4
665	631	32.4		32.4
665	645	.9		.9
665	648	10.6		10.6
665	649	1.1		1.1
665	650	1.2		1.2
665	651	2.7	1.1	3.8
665	652	23.8		23.8
665	653	25.5		25.5
665	654		.1	.1
665	655	.9		.9
665	660	1.2		1.2
665	661	3.4		3.4
665	666	15.4		15.4
665		139.8	1.2	141.0
666	628	12.6		12.6
666	631	11.9		11.9
666	637	1.8		1.8
666	648	29.1		29.1
666	651	.8		.8
666	652	.6		.6
666	653	42.8	7.8	50.6
666	654	.4		.4
666	655	4.5	1.5	6.0
666	656	4.3		4.3
666	659	7.1		7.1
666	660	.5		.5
666	661	16.6	.8	17.4
666	662	3.9		3.9
666	665	3.6	1.1	4.7
666	672	1.3		1.3
666	674	1.6		1.6
666		143.4	11.2	154.6
667	631	5.1	1.0	6.1
667	645	1.2		1.2
667	650	.6		.6
667	655	1.4		1.4
667	661		1.8	1.8
667	665	2.9		2.9
667	666	2.5		2.5
667	669	3.8		3.8
667	715	1.4		1.4
667	726	1.1		1.1
667		20.0	2.8	22.8
668	627	13.7		13.7
668	628	31.4		31.4
668	629	11.3		11.3
668	630	5.2	1.9	7.1
668	631	78.7	13.6	92.3
668	645	43.6		43.6
668	648	14.7		14.7
668	649	21.5		21.5
668	650	14.5		14.5
668	651	2.1		2.1
668	652	20.4	3.5	23.9
668	653	2.9		2.9
668	661		1.3	1.3
668	663		.7	.7
668	666	1.3		1.3
668	667	1.4		1.4
668	669	8.4		8.4
668	671	1.2		1.2
668	678	1.4		1.4
668	680		6.1	6.1
668	699	5.1		5.1
668	715	35.7	3.5	39.2
668	717	1.6		1.6
668	723	22.2	.5	22.7
668	725	14.6		14.6
668	726	196.4	3.3	199.7
668		549.3	34.4	583.7
669	627	6.4		6.4
669	628	6.8		6.8
669	629	2.6	3.0	5.6
669	631	83.7	52.5	136.2
669	637	1.6		1.6
669	643	6.3	2.2	8.5
669	645	6.1		6.1
669	647	1.7		1.7
669	649	5.6		5.6
669	651	1.4		1.4
669	652	10.6	9.7	20.3
669	655	1.6		1.6
669	661		2.7	2.7
669	667	3.5	2.9	6.4
669	668	21.5	3.3	24.8
669	674	3.3		3.3
669	686	1.9		1.9
669	704	18.3	1.6	19.9
669	715	7.2	42.7	49.9
669	717		3.9	3.9
669		190.1	124.5	314.6
670	670	3.0		3.0

TABLE C-3 (continued)

STATION	STATION	AUTOS	TRUCKS	TOTAL VEHICLES
670	726	1.6		1.6
670		4.6		4.6
671	627	17.9		17.9
671	628	52.7		52.7
671	629	39.4	3.6	43.0
671	630	48.2	16.7	64.9
671	631	1611.2	136.7	1747.9
671	632	1.1		1.1
671	635	1.0		1.0
671	636	2.4		2.4
671	637	10.3	5.5	15.8
671	639	1.5		1.5
671	640	6.5	.7	7.2
671	643	23.7		23.7
671	645	288.2	12.3	300.5
671	648	5.3		5.3
671	649	6.9		6.9
671	650	1.4		1.4
671	651	16.7		16.7
671	652	470.8	66.1	536.9
671	655	1.0		1.0
671	663	.6		.6
671	667	1.0		1.0
671	668	7.4		7.4
671	674	1.8		1.8
671	679	1.6		1.6
671	698	3.9		3.9
671	699	21.9	3.3	25.2
671	700	1.5		1.5
671	701	4.1		4.1
671	713	7.2		7.2
671	714	1.6		1.6
671	715	127.5	15.5	143.0
671	717	195.7	2.1	197.8
671	722	.9		.9
671	723	41.2		41.2
671	724	2.1		2.1
671	725	137.2	2.6	139.8
671	726	501.7	5.5	507.2
671	727	21.8		21.8
671	728	1.3		1.3
671		3688.2	270.6	3958.8
672	652	1.8		1.8
672	668	4.0		4.0
672	686	15.8	8.2	24.0
672	692	1.8		1.8
672	695	1.8	1.7	3.5
672	698	31.1	5.6	36.7
672	699	3.3		3.3
672	700	24.3	4.8	29.1
672	701	9.7	1.2	10.9
672	703	13.6		13.6
672	704	218.3	13.9	232.2
672	705	4.6		4.6
672	710	1.9		1.9
672	713	2.8		2.8
672	715	48.1	2.0	50.1
672	717	5.9		5.9
672	723	1.2		1.2
672	726	1.5		1.5
672		391.5	37.4	428.9
673	699	2.3		2.3
673	704	5.2		5.2
673	715	2.3		2.3
673		9.8		9.8
674	629	1.7		1.7
674	631	1.7		1.7
674	652	2.0		2.0
674	653	2.0		2.0
674	671	3.4		3.4
674	672	2.9		2.9
674	676	14.3		14.3
674	677	2.0		2.0
674	679	18.2		18.2
674	680	3.8		3.8
674	681	4.4		4.4
674	682	2.7		2.7
674	683	.8		.8
674	684	89.4	14.7	104.1
674	686	32.9	11.5	44.4
674	691	1.2		1.2
674	692	1.9		1.9
674	696	1.7		1.7
674	698		1.0	1.0
674	699	5.1		5.1
674	701	2.0		2.0
674	704	5.5		5.5
674	715	3.0		3.0
674	723	1.7		1.7
674		204.3	27.2	231.5
675	674	.8		.8
675	676	95.9	7.5	103.4
675	679	1.0		1.0
675	684	5.8		5.8
675	686	5.1		5.1
675		108.6	7.5	116.1
676	674	18.4	4.3	22.7
676	675	99.1	9.0	108.1
676	684	1.6		1.6
676		119.1	13.3	132.4
677	678	5.2		5.2
677	682	2.6		2.6
677	684	2.4		2.4
677	686	1.5		1.5
677		11.7		11.7
678	631	1.5		1.5
678	674	1.5		1.5
678	679	3.2		3.2
678	686	1.5		1.5
678	704	1.5		1.5
678	726	1.8		1.8
678		11.0		11.0
679	631	2.3		2.3
679	671	5.3		5.3
679	674	19.2	3.3	22.5
679	675	.8		.8
679	678	3.0		3.0
679	681	.8		.8
679	686	1.9		1.9
679	701	2.5		2.5
679	704	1.7		1.7
679		37.5	3.3	40.8
680	674	.6		.6
680	681	.6		.6
680	682	5.8	.3	6.1
680	683	75.9	6.4	82.3
680	684	2044.1	377.7	2421.8
680	685	3.3		3.3
680	686	57.8	13.0	70.8
680	688	3.2		3.2
680	690		.8	.8
680	691	2.7		2.7
680	692	3.8	3.8	7.6
680	693	1.0		1.0
680	718	3.2	1.2	4.4
680	723	1.0		1.0
680		2203.0	403.2	2606.2
681	674	4.5	1.8	6.3
681	680	1.7		1.7
681	684	1.6		1.6
681	686		.4	.4
681	715	1.2		1.2
681		9.0	2.2	11.2
682	645	1.4		1.4
682	674	1.6		1.6
682	680	4.2	4.7	8.9
682	683	12.9	.4	13.3
682	684	118.3	10.4	128.7
682	686	33.3	2.6	35.9
682	687	1.4		1.4
682	688	1.3		1.3
682	692	6.7	1.0	7.7
682	698	2.9		2.9
682	699	5.0		5.0
682	704	2.7		2.7
682	708	2.1		2.1
682	713	1.5	.8	2.3
682	715	8.2	1.6	9.8
682	718	.1		.1
682	724	1.6		1.6
682		205.2	21.5	226.7
683	631	3.8		3.8
683	652	5.7	.5	6.2
683	674	3.6		3.6
683	680	82.2	9.5	91.7
683	682	13.5	1.0	14.5
683	686	.4		.4
683	699	1.3		1.3
683	718	.1		.1
683		110.6	11.0	121.6
684	629	4.1	1.1	5.2
684	631	4.8		4.8
684	645	1.9		1.9
684	652	17.5	1.0	18.5
684	671	3.1		3.1
684	674	61.6	10.8	72.4
684	675	3.4		3.4
684	676	6.9		6.9
684	677	5.2	.8	6.0
684	678	1.8		1.8
684	679	1.1		1.1
684	680	2208.1	385.5	2593.6
684	681	3.0		3.0
684	682	133.8	16.5	150.3
684	683	1.0		1.0
684	685	8.7		8.7
684	686	55.0	9.1	64.1
684	691	7.5		7.5
684	696		1.0	1.0
684	723	.9		.9
684		2529.4	425.8	2955.2
685	631	1.2		1.2
685	652	5.0		5.0
685	682	3.3		3.3
685	686	21.2	1.3	22.5
685		30.7	1.3	32.0
686	652		1.9	1.9
686	653	1.8		1.8
686	658	1.7		1.7
686	661	4.4		4.4
686	668	1.7		1.7
686	669	3.7		3.7
686	672	17.2		17.2
686	673	2.6		2.6
686	674	45.1	18.1	63.2
686	675	1.0		1.0
686	678	5.1		5.1
686	679	.7		.7
686	680	45.1	10.7	55.8
686	681	3.4		3.4
686	682	34.5	10.5	45.0
686	683	1.8		1.8
686	684	29.3	2.6	31.9
686	685	35.7	8.4	44.1
686	689	.7		.7
686	692	1.4		1.4
686		236.9	52.2	289.1
687	684	1.8		1.8
687	685	.4		.4
687		2.2		2.2
688	652	2.0		2.0
688		2.0		2.0
689	686	.7		.7
689		.7		.7
690	629	1.9		1.9
690	659	1.6		1.6
690	685	.7		.7
690	686	1.1		1.1
690	704	3.0		3.0
690		8.3		8.3
691	674	1.8		1.8
691	680	2.1	.9	3.0
691	684	4.0	1.2	5.2
691		7.9	2.1	10.0
692	628	4.5		4.5
692	631	10.6	1.2	11.8
692	645	1.8		1.8
692	652	18.3		18.3
692	680	10.0	1.4	11.4
692	682	.9		.9
692	684	1.4		1.4
692	686	1.6		1.6
692	694	6.6	1.0	7.6
692	695	1.4		1.4
692	699	1.1		1.1
692	704	8.3		8.3
692		66.5	3.6	70.1
693	689		1.1	1.1
693	694	2.8		2.8
693	704	1.6		1.6
693		4.4	1.1	5.5
694	628	1.1		1.1
694	692	5.2	.9	6.1
694	693	.8		.8
694	698	10.0	.7	10.7
694	704	15.1	.5	15.6
694		32.2	2.1	34.3
695	629	.6		.6
695	631	17.2		17.2
695	645	5.0		5.0
695	652	8.2	1.1	9.3
695	659	1.7		1.7
695	672	2.5		2.5
695	682	1.6		1.6
695	692	2.1		2.1
695	697	2.8	.6	3.4
695	698	37.2	3.3	40.5
695	699	1.8		1.8
695	700	2.7		2.7
695	703	4.4		4.4
695	704	7.6		7.6
695	707		1.0	1.0
695	720	1.6		1.6
695		97.0	6.0	103.0
696	672	2.1		2.1
696	680	1.7		1.7
696	698	14.2		14.2
696	701	3.1		3.1
696		21.1		21.1
697	672	.7		.7
697	698	.6		.6
697		1.3		1.3
698	631	2.5	1.5	4.0
698	645	4.5		4.5
698	652	1.8	.5	2.3
698	659	1.9		1.9
698	672	40.7	3.3	44.0
698	686	.8		.8
698	694	17.2	.8	18.0
698	695	45.0	2.0	47.0
698	696	14.9		14.9
698	701	5.4		5.4
698		134.7	8.1	142.8
699	627	1.3		1.3
699	628	12.8		12.8
699	629	20.6		20.6
699	630	18.0	1.9	19.9
699	631	326.2	27.8	354.0
699	635	1.2		1.2
699	637	3.6		3.6
699	643	9.4	3.9	13.3
699	644	2.4		2.4
699	645	167.6	21.8	189.4
699	648	2.7		2.7
699	649	1.8		1.8
699	651	11.4	1.4	12.8
699	652	166.9	35.2	202.1
699	659	17.4	4.1	21.5
699	661	1.3	.2	1.5
699	663	.3	.7	1.0
699	668		1.4	1.4
699	671	17.1		17.1
699	672	6.3		6.3
699	686	1.0		1.0
699	695	1.2		1.2
699	698	2.0		2.0
699	700	2.6		2.6
699	701	130.4	2.9	133.3
699	702	3.4	3.5	6.9
699	703	123.4	13.4	136.8
699	704	13.2	4.4	17.6
699	705	2.8	2.0	4.8
699	707	2.6		2.6
699	711		1.2	1.2
699	715	1.0		1.0
699	720	1.5		1.5
699	721	1.1		1.1
699	722	1.3		1.3
699	723	11.5		11.5
699	725	2.0		2.0
699	726	3.7		3.7
699		1093.0	125.8	1218.8
700	628	3.1		3.1
700	631	26.3		26.3
700	652	27.6	1.3	28.9
700	659		2.3	2.3
700	672	29.5	6.7	36.2
700	698	1.7		1.7
700	699	8.0	4.4	12.4
700	701	43.7	.6	44.3
700	702	6.3	1.1	7.4
700	703	97.6	13.1	110.7

TABLE C-3 (continued)

STATION	STATION	AUTOS	TRUCKS	TOTAL VEHICLES
700	704	7.2		7.2
700		251.0	29.5	280.5
701	668	1.3		1.3
701	671	2.2		2.2
701	672	5.5	1.0	6.5
701	682	.8		.8
701	699	196.4	20.5	216.9
701	700	58.4	8.2	66.6
701	704	3.9	1.1	5.0
701	715	11.1		11.1
701	717	8.1		8.1
701	723	.8		.8
701	726	1.7		1.7
701		290.2	30.8	321.0
702	698	.8		.8
702	699	7.0		7.0
702	700	1.6		1.6
702	703	3.6		3.6
702	704	1.3		1.3
702		14.3		14.3
703	631	3.9		3.9
703	672	3.1		3.1
703	686	2.6		2.6
703	698	2.6		2.6
703	699	103.9	19.3	123.2
703	700	113.4	6.6	120.0
703	704	2.4	1.9	4.3
703	710	19.7	3.2	22.9
703		251.6	31.0	282.6
704	629	1.9		1.9
704	630	1.9		1.9
704	631	3.7		3.7
704	643	.9		.9
704	645	2.2		2.2
704	649	.9		.9
704	652	11.7		11.7
704	668	3.0		3.0
704	669	16.1	1.3	17.4
704	672	173.4	20.5	193.9
704	673	6.1		6.1
704	676	.5	.5	1.0
704	678	1.8		1.8
704	681	4.2		4.2
704	682	10.6		10.6
704	692	3.8	2.0	5.8
704	693	5.1		5.1
704	694	7.8	1.1	8.9
704	695	2.8	1.6	4.4
704	698		.6	.6
704	699	28.1		28.1
704	700	2.5		2.5
704	701	.9	1.4	2.3
704	702		2.7	2.7
704	706	22.0		22.0
704	710	127.0	15.2	142.2
704		438.9	46.9	485.8
705	631	4.6		4.6
705	672	9.2		9.2
705	682	3.6		3.6
705	694		.5	.5
705		17.4	.5	17.9
706	695	1.2		1.2
706	699	1.2		1.2
706	700	1.2		1.2
706	704	3.9		3.9
706		7.5		7.5
707	672	2.7		2.7
707	709	96.5	6.1	102.6
707		99.2	6.1	105.3
708	709	106.9	3.7	110.6
708		106.9	3.7	110.6
709	643	2.4		2.4
709	707	98.9	3.7	102.6
709	708	124.4	6.4	130.8
709	717	3.7		3.7
709		229.4	10.1	239.5
710	631	1.1		1.1
710	652	3.3		3.3
710	703	16.8	1.7	18.5
710	704	126.3	18.8	145.1
710	708	3.6		3.6
710	711	32.1	3.0	35.1
710	712	1.3		1.3
710	713	10.5	1.5	12.0
710	715	57.7	6.6	64.3
710	717	63.1		63.1
710	721	1.2		1.2
710	722	3.0		3.0
710	723	33.7	5.9	39.6
710	725	2.4		2.4
710	726	2.4		2.4
710	727	1.0		1.0
710		359.5	37.5	397.0
711	631	5.0		5.0
711	672	.8		.8
711	704	2.1		2.1
711	709	.8		.8
711	710	18.7	.8	19.5
711	713	4.6		4.6
711	715	1.6		1.6
711	717	12.3		12.3
711	720	1.0		1.0
711	722	.9		.9
711	723	6.9	.8	7.7
711		54.7	1.6	56.3
712	631	1.5		1.5
712	709	2.4		2.4
712	715	1.4		1.4
712		5.3		5.3
713	629	4.2	1.4	5.6
713	631	5.4	1.8	7.2
713	645	1.4		1.4
713	652	3.9	6.8	10.7
713	671	3.9	1.6	5.5
713	672	10.5	1.5	12.0
713	710	13.9	1.9	15.8
713	711	6.9		6.9
713	714	1.4		1.4
713	715	22.5	12.1	34.6
713	716	15.0		15.0
713	717	3.3		3.3
713	722	1.6		1.6
713	723	3.0	1.4	4.4
713		96.9	28.5	125.4
714	645	1.6		1.6
714	652	1.1		1.1
714	715	2.2		2.2
714	717	2.5		2.5
714	722		1.6	1.6
714	723	6.2		6.2
714		13.6	1.6	15.2
715	627	1.7		1.7
715	629	13.6		13.6
715	630	1.9	5.2	7.1
715	631	124.9	23.3	148.2
715	632	1.3		1.3
715	636	.9		.9
715	640	1.5		1.5
715	643	7.3		7.3
715	645	46.7	2.6	49.3
715	646	1.5		1.5
715	648	1.0		1.0
715	649	.8	1.0	1.8
715	651	5.7		5.7
715	652	82.1	11.5	93.6
715	655	3.5		3.5
715	656	.8		.8
715	659	33.9	14.1	48.0
715	663	.3		.3
715	667	1.0		1.0
715	668	43.3	9.4	52.7
715	669	10.9	2.8	13.7
715	671	117.4	13.3	130.7
715	672	41.9		41.9
715	673	6.9		6.9
715	681	2.0		2.0
715	695	.7		.7
715	699	1.7	2.6	4.3
715	701	3.2	1.8	5.0
715	709	5.8		5.8
715	710	53.9	.9	54.8
715	711	8.1	1.5	9.6
715	712		.8	.8
715	713	9.6		9.6
715	714	9.5		9.5
715	716	19.5	1.7	21.2
715	717	4.9		4.9
715	719	.9		.9
715	722	2.2	.9	3.1
715	723	19.0	6.4	25.4
715	724	1.6		1.6
715	725		2.3	2.3
715		693.4	102.1	795.5
716	652	1.3		1.3
716	713	13.4	2.0	15.4
716	715	10.6		10.6
716	723		1.7	1.7
716		25.3	3.7	29.0
717	631	4.4		4.4
717	645	3.7		3.7
717	652	1.4		1.4
717	659	1.4		1.4
717	668	6.1	1.2	7.3
717	671	304.6	2.0	306.6
717	672	16.4		16.4
717	697	1.6		1.6
717	709	2.3		2.3
717	710	80.5	2.3	82.8
717	711	4.4		4.4
717	712		.8	.8
717	713	2.9		2.9
717	714	1.1		1.1
717	715	7.4		7.4
717	716	2.9		2.9
717	719	.9		.9
717	721	.9		.9
717	723	13.8		13.8
717	725	2.4		2.4
717	726		1.6	1.6
717		459.1	7.9	467.0
718	645	.1		.1
718	680	4.2	1.2	5.4
718	682	.8	.4	1.2
718	683	.1		.1
718	710	1.9	1.1	3.0
718		7.1	2.7	9.8
719	682	1.0		1.0
719	710		.6	.6
719	723	1.8		1.8
719		2.8	.6	3.4
720	717	1.9		1.9
720	723	3.4		3.4
720		5.3		5.3
721	652	1.1		1.1
721	668	.8		.8
721	699	1.8		1.8
721	710	4.8		4.8
721	713		.7	.7
721	717		.5	.5
721	723	1.0		1.0
721		9.5	1.2	10.7
722	652	3.7		3.7
722	671	2.0	1.3	3.3
722	710	2.7		2.7
722	711	4.3		4.3
722	713		1.0	1.0
722	717	2.2		2.2
722	723	12.0	6.0	18.0
722		26.9	8.3	35.2
723	631	3.5		3.5
723	652	7.9		7.9
723	668	13.0		13.0
723	671	58.9	1.2	60.1
723	699	14.1	2.1	16.2
723	700	.7		.7
723	701	12.8		12.8
723	710	62.2	5.1	67.3
723	711	17.4		17.4
723	713	10.4	6.4	16.8
723	714	4.9	1.6	6.5
723	715	22.1	5.2	27.3
723	716	2.3		2.3
723	717	.6		.6
723	720	1.4		1.4
723	721	1.8		1.8
723	722	8.6	.9	9.5
723	723	.8		.8
723		243.4	22.5	265.9
724	652	1.4		1.4
724	699	1.5		1.5
724	715	2.9		2.9
724	726	1.1	1.4	2.5
724		6.9	1.4	8.3
725	631	6.6	2.7	9.3
725	652	9.0		9.0
725	659	3.4		3.4
725	668	17.1		17.1
725	671	24.0		24.0
725	699	2.0		2.0
725	710	1.6		1.6
725	722	3.6		3.6
725	726	10.4		10.4
725		77.7	2.7	80.4
726	627	4.2		4.2
726	628	5.0		5.0
726	629	8.6		8.6
726	630	4.9		4.9
726	631	171.2		171.2
726	643	6.0		6.0
726	645	37.4	4.8	42.2
726	648	.8		.8
726	652	110.3	3.1	113.4
726	659	85.0	.6	85.6
726	662	1.4		1.4
726	663	.3		.3
726	667	1.9		1.9
726	668	134.9	3.4	138.3
726	669	3.5		3.5
726	671	330.1	16.4	346.5
726	672	6.9		6.9
726	673	1.2		1.2
726	682	1.4		1.4
726	699	1.5		1.5
726	701	4.6		4.6
726	710	8.4		8.4
726	714		1.2	1.2
726	715	1.2		1.2
726	717	.6		.6
726	724	1.7		1.7
726	725	11.1	4.8	15.9
726	727	12.7	2.3	15.0
726	728	25.3	3.8	29.1
726		982.1	40.4	1022.5
727	631	5.0		5.0
727	645	1.9		1.9
727	659	.7		.7
727	668	1.5		1.5
727	671	3.5		3.5
727	710	6.1		6.1
727	722	1.6		1.6
727	723	1.2		1.2
727	726	2.9		2.9
727		24.4		24.4
728	659	1.3		1.3
728	671	1.4		1.4
728	710	1.3		1.3
728	726	11.1		11.1
728		15.1		15.1
TOTAL ALL		26950.1	2822.9	29773.0

TABLE F-1

TYPE PARKING BY TOWN OF DESTINATION

AUTO DRIVER TRIPS

TYPE PARKING

		NOT	STREET		OFF-STREET		GARAGE		SERVICE	RES.		TOTAL
TOWN	UNKNOWN	PARKED	FREE	METER	FREE	PAID	FREE	PAID	REPAIRS	PROPERTY	CRUISED	TRIPS
ABNGTN	438.1	1151.4	1704.1		3858.3		15.7		80.8	6754.6	15.9	14018.9
ACTON-	147.2	1015.2	1181.3		3853.4	51.5	82.0		67.0	5920.0	17.6	12335.2
AMESBY	94.2	2077.8	3807.0	77.3	3914.6		190.0	31.4	32.7	5396.8		15621.8
ANDOVR	398.5	3529.0	3671.1	665.6	10871.4	100.5	81.7	15.7	174.8	12048.3	32.4	31589.0
ARLNTN	514.3	5006.6	12559.0	1597.9	10899.9	324.2	311.2		350.9	26101.6	71.2	57736.8
ASHLND	524.0	607.1	981.0	32.1	3448.6				32.8	4425.5		10051.1
AVON--	32.7	659.6	1395.0		1512.7		15.4		92.4	2625.9	15.4	6349.1
AYER--	126.7	674.6	828.1	266.2	2228.7				15.0	2053.8		6193.1
BEDFRD	272.6	1480.9	1236.2	17.7	8761.4	17.0	67.5	52.9	75.9	5989.7		17971.8
BELGHM	109.2	178.9	289.0	15.7	1063.0	15.7			15.7	2717.0	15.7	4419.9
BELMNT	312.0	2579.5	6628.8	1743.0	5342.2	381.3	792.4		201.4	13991.1	199.4	32171.1
BERLIN	206.0	93.6	181.2		446.1		20.6			1215.6		1977.7
BEVRLY	811.4	7915.0	10905.6	1216.8	20042.5	38.1	78.5	39.7	582.2	23553.1	55.9	65238.8
BILRCA	415.2	1851.3	3494.8		6979.1	48.6	175.0		50.2	9693.8	16.2	22724.2
BLKSTN	101.0	241.2	319.0		1560.8		32.2		64.4	2008.7		4327.3
BOLTON	19.3	212.8	213.8		380.3		63.6		33.1	1026.9		1949.8
BOSPPR	2320.7	14187.5	44055.2	8458.0	32102.6	21525.8	1651.9	11216.0	235.9	2096.4	260.5	138110.5
BOXBRO	15.8	46.6	76.2		33.0					523.1		694.7
BOXFRD	15.8	399.6	777.9		485.2					2031.0		3709.5
BRGWTR	48.0	1421.9	2350.4	33.1	4056.2	33.1			178.4	5337.8	96.0	13554.9
BRITON	1464.3	4005.0	18286.3	1983.4	19259.0	1079.7	857.7	133.7	214.5	13718.2		61001.8
BRNTRE	662.8	3392.5	4814.6	390.2	19052.8	71.3	32.9	40.9	178.7	18000.5	16.5	46653.7
BROCTN	2949.8	13947.8	22840.2	3413.7	45279.3	1020.6	501.8	97.8	1240.8	41005.0	145.6	132442.4
BROOKL	1116.2	5364.5	17770.0	4353.4	13221.7	685.8	1522.8	189.7	472.5	14623.5		59320.1
BURLTN	418.8	2017.2	1202.2	73.8	10190.0	83.7	92.0		140.9	8940.6		23159.2
CAMBRG	1425.6	11286.6	42649.9	7750.3	53949.3	4337.6	1367.6	1145.2	929.0	13635.0	343.6	138819.7
CANTON	845.1	1392.8	2692.2	216.2	5782.9	119.6	15.7		141.4	7163.3		18369.2
CARLIL	16.5	31.9	99.7		288.1					1209.2	16.5	1661.9
CHASTN	707.5	1302.1	6026.2	39.9	9693.1	651.6	238.8			2013.7	130.8	20803.7
CHLMFD	184.8	2573.2	2229.8	50.2	8990.5		134.1		169.2	12651.0	83.1	27065.9
CHLSEA	338.4	2191.8	8534.4	1077.9	9421.9	223.8	157.1	43.7	165.1	6731.0	71.2	28956.3
CLINTN	286.1	2168.4	3271.0	1165.7	4623.7	16.4	365.2	99.6	65.8	4713.6	32.8	16808.3
COHAST	227.5	1178.2	2089.3	17.5	3360.9	17.5	35.0		70.0	4242.6		11238.5
CONCRD	784.2	4320.1	3731.7	1187.8	15411.2	37.3	88.1		103.9	10539.4	107.0	36310.7
DANVRS	1128.7	3965.3	6200.2	534.4	11458.8	90.2	70.0		264.9	15367.6	192.1	39272.2
DEDHAM	712.8	3887.7	5720.7	386.7	16461.9	72.2	138.4		107.0	14858.0	39.6	42385.0
DOVER-	447.2	273.5	490.3	17.6	886.1				17.2	2457.6		4589.5
DRACUT	264.6	1708.3	1461.4	34.2	2874.0	34.4	85.0		66.8	8708.3		15237.0
DUNSBL	0.0	90.0	16.2		77.0					543.2		726.4
DUXBRY	111.8	401.1	594.0	15.0	1313.4		53.1		95.5	2586.9		5170.8
E-BSTN	1094.6	3728.2	15194.7	855.2	9161.5	3155.4	163.6	147.1	248.2	3624.6	251.2	37624.3
E-BWTR	75.0	1242.8	665.1	15.2	1765.5		15.0			4633.6		8412.2
EASTON	188.8	1431.0	1409.6	16.3	3335.2		48.6		160.0	5501.7		12091.2
ESSEX-	32.2	85.5	416.6		645.5	58.7			16.1	1427.1	32.2	2713.9
EVERET	1062.8	3150.8	13076.5	921.4	11660.3	586.3	243.8	84.6	174.6	14038.2	89.0	45088.3
FNWYJP	1892.7	9559.5	33279.6	2860.5	34996.9	5621.3	834.1	965.1	510.0	10945.5		101465.2
FOXBRO	316.0	1038.0	2347.0	16.5	4385.9		19.2		99.0	5783.8	49.5	14054.9
FRAMHM	1625.2	7444.4	10291.0	1526.3	38159.3	307.5	120.6		421.0	27603.4	79.7	87578.4
FRNKLN	421.4	1058.7	1780.3	435.6	4232.8	17.0	15.8		48.4	5396.5	16.3	13422.8
GEOGTN	17.4	460.6	1373.3		1288.2				17.4	2748.7	37.8	5943.4
GLOUCS	891.1	2444.5	8326.9	1340.0	9674.1	126.5	39.1		67.1	9933.1	82.0	32924.4
GROTON	508.4	416.3	764.3		1406.0				30.0	2819.6		5944.6
GROVLV	0.0	691.1	1095.8		524.6				17.0	2742.6		5071.1
HALIFX	34.4	66.1	120.4		614.8					1289.8		2125.5
HAMLTN	146.5	515.6	1748.3	18.5	2061.6				92.5	4066.7	55.5	8705.2
HANOVR	771.6	464.7	995.1	31.8	2966.4	16.1	47.0			3995.8		9288.5
HANSON	33.7	364.3	450.5		1837.9		16.4		49.2	3352.8		6104.8
HARVRD	97.5	276.7	510.0		3174.4					2263.4	48.3	6370.3
HAVRHL	806.5	8124.2	16605.5	2772.2	17177.1	1584.9	352.6	17.3	354.8	20950.9	65.0	68811.0
HINGHM	495.1	2281.5	4204.8	33.8	7470.7	16.9	16.9		265.8	10734.5	33.4	25553.4
HULL--	122.8	407.6	1759.9	47.2	1180.8		33.0		16.5	2805.5		6373.3
HOLBRK	196.7	701.0	1863.1	49.8	2861.4		16.4		49.3	5734.6		11472.3
HOLSTN	392.5	746.2	879.3	49.2	1901.9		49.2		82.0	3819.8	16.4	7936.5
HOPEDL	32.6	913.9	759.1		1844.5				80.9	2500.9	32.6	6164.5
HOPKTN	241.3	435.4	1018.1	15.5	1399.2				16.3	3524.8		6650.6
HUDSON	323.8	1867.3	2234.7	733.9	4767.8	103.2	17.2		205.2	8558.2	51.6	18862.9
HYD-PK	450.2	1784.8	5024.8	128.6	4254.6	20.0	105.8		85.4	9464.3		21318.5
IPSWCH	210.8	913.1	2299.9	31.6	3009.2				34.5	5175.5	87.3	11761.9
LANCTR	246.0	426.1	885.9	49.2	1114.8	16.4			64.3	2733.8	16.4	5552.9
LAWRNC	1412.0	17422.5	27648.7	5354.4	30980.3	2268.4	887.7	1329.0	1201.9	21205.3	81.7	109791.9
LEXNTN	418.8	3518.6	4231.6	951.9	11576.6	226.6	99.8		188.3	20582.2	74.2	41868.6
LINCLN	141.1	536.3	233.1	36.4	1427.2		34.2		38.0	3440.6		5886.9
LITLTN	524.9	664.3	1117.7		2542.4	33.6	31.8		37.3	4243.0	18.1	9213.1
LOWELL	1416.4	13026.6	30035.3	3959.1	25922.1	1694.6	482.2	84.8	644.1	26811.7	258.7	104335.6
LYNFLD	79.9	982.1	1725.5		4057.6	50.5	1036.4	70.8	34.0	5454.9	110.9	13602.6
LYNN--	3942.2	12358.5	22837.0	4662.2	37716.0	2401.9	568.1	229.8	497.1	41179.3	162.4	126554.5
MALDEN	651.3	5642.9	16052.3	2385.3	12955.1	866.9	761.2		357.8	19380.9	133.2	59186.9
MANCTR	597.3	109.8	953.6		567.0					2198.2	37.0	4463.6
MARBHD	2298.2	5872.7	8508.9	116.2	3708.4				162.0	13417.4	41.2	34125.0
MARLBO	971.4	2620.9	3174.2	841.0	7496.1	84.2	49.2		116.5	11215.7	16.4	26585.6
MARSFD	153.3	609.5	563.9		1858.3	16.1			33.7	3530.2	39.6	6804.6
MATAPN	587.2	2418.9	10659.0	1082.9	4723.6	177.3	75.2	35.0	165.0	6179.6	38.8	26142.5
MAYNRD	150.1	1257.7	1636.9	720.1	3566.3	15.5			17.2	5124.7	17.6	12506.1
MEDFLD	174.2	871.7	1185.9		2584.9		47.1		15.7	4111.0		8990.5
MEDFRD	1167.9	4265.7	12113.7	1415.0	20891.1	273.8	592.4		365.1	24593.6	164.9	65843.2
MEDWAY	147.4	591.7	1107.8		1693.8				17.0	3233.8		6791.5
MELROS	538.0	4087.1	6806.4	860.1	7343.5	218.4	30.4		164.9	15642.0	194.4	35885.2
MENDON	90.0	269.8	122.2	15.0	451.8	18.3			45.0	1418.5		2430.6
MERIMC	17.7	671.6	1087.5		418.7		17.7			2041.3		4254.5

TABLE F-1 (continued)

METHUN	728.6	5464.9	6645.3	406.0	9925.8	68.7	479.4	68.1	282.2	15585.0	34.4	39688.4
MIDLTN	181.9	299.0	828.9	17.6	1316.6	46.8			39.7	2079.8	35.2	4845.5
MILFRD	625.2	4460.8	4669.2	1719.9	6456.0	115.3	48.3	16.1	324.4	8487.6	193.6	27116.4
MILLIS	65.9	118.2	984.5	17.1	1490.7		15.7		17.1	3187.6		5896.8
MILLVL	60.0	203.0	393.6		295.6	16.8			15.0	1211.6		2195.6
MILTON	1017.3	3098.0	6089.4	67.7	5833.7	336.6	16.3		333.6	17776.0	37.2	34605.8
N-ANDV	218.3	1994.1	3018.9	32.3	9051.9	53.2	47.6	15.7	80.6	7086.7		21599.3
N-DORC	1164.1	5628.6	30273.0	732.7	11947.6	1063.9	798.9	180.0	393.8	7952.3	41.1	60176.0
N-RDNG	182.4	1184.0	1149.8	59.5	3016.7	16.8			98.0	6178.0	17.2	11902.4
NAHANT	0.0	148.3	485.5		386.6					1812.6		2833.0
NATICK	1557.7	4425.7	6223.7	1360.1	19487.8	134.4	32.0	34.1	309.7	18599.7	229.4	52394.3
NEEDHM	573.0	5706.8	4535.9	1795.7	18192.8	71.3	46.8	34.8	448.1	20188.2	37.3	51630.7
NEWB--	133.5	305.1	709.9		648.2					2106.1	15.0	3917.8
NEWBPT	484.2	2891.8	6669.4	1473.6	4470.6	92.1	131.5		144.3	6626.3	63.3	23047.1
NEWTON	3704.1	18044.4	25815.6	3355.2	41270.6	2103.5	754.6	90.5	868.1	52259.5	179.1	148445.2
NORBRG	577.6	1971.7	1861.8	677.1	5186.3	16.1	270.9	64.0	374.7	5864.5	37.4	16902.1
NORBRO	64.0	630.3	901.6	16.0	1697.9		48.0		32.0	3313.8	17.2	6720.8
NORFLK	48.4	208.3	464.5		840.0		15.7			1568.3		3145.2
NORWEL	122.5	271.3	371.9	15.6	984.2				113.9	3778.0		5657.4
NORWOD	1143.3	4172.2	7868.8	1752.4	18652.3	35.3	271.7		158.3	18008.1	37.3	52099.7
PEABDY	1771.6	6052.9	9467.9	330.1	22324.7	74.1	171.5		178.2	22967.1	457.5	63795.6
PENBRK	52.8	1289.6	440.7		1289.0				154.0	3814.9		7041.0
PEPREL	0.0	144.9	531.3		790.8					2159.4		3626.4
PLAINV	179.4	681.9	299.3		1278.9		35.6		16.1	1654.2	17.8	4163.2
QUINCY	1327.0	13752.1	22903.5	6015.2	32562.7	1455.9	752.7	128.9	1275.6	41101.8	128.9	121404.3
RANDLP	248.7	1447.9	2701.6	76.4	6510.2	55.9	86.6		184.4	10732.0		22043.7
READNG	234.6	4240.4	5051.2	54.2	6757.6	35.1			215.1	13180.3	17.2	29785.7
REVERE	423.7	5132.9	17381.8	836.4	9234.4	1108.5	160.1	41.9	384.7	9983.0	163.4	44850.8
ROCKLD	367.7	1956.0	3396.3	39.5	5434.1		16.9		198.4	8679.7		20088.6
ROCKPT	64.8	830.7	1455.6	32.4	813.7		32.4		16.2	3563.0		6808.8
ROWLEY	0.0	369.0	591.4	18.7	678.0					1546.6	18.7	3222.4
ROXBRY	710.5	2387.9	17706.1	411.1	9783.5	341.5	525.6	39.1	356.9	3788.1		36050.3
RSLNDL	1582.1	4074.9	16379.0	653.3	14186.8	171.2	286.4	39.1	360.5	17880.7	37.4	55651.4
S-BSTN	545.9	2380.5	17266.0	537.1	17850.8	892.9	333.5	76.4	198.2	1499.9	35.9	41617.1
S-DORC	544.2	2522.9	10838.8	299.1	12773.4	322.8	333.1		111.2	5839.3	36.3	33621.1
SALEM-	1660.5	8088.0	13812.3	1908.7	25574.0	755.5	37.7	172.1	474.9	18115.2	46.8	70645.7
SALSBY	95.7	526.7	1206.4	15.7	1692.9		50.1		15.7	2231.5	16.7	5851.4
SAUGUS	515.3	3149.7	6009.8	73.2	16961.8		689.2		327.2	14759.8	152.0	42638.0
SCITUT	233.2	1448.8	2303.8	48.7	3437.2	16.9	15.9		100.4	8000.5		15605.4
SHARON	430.5	2028.0	1729.8		2390.5	47.7	15.4		47.7	7159.3		13848.9
SHERBN	47.4	158.7	303.3		386.2				31.6	1783.8		2711.0
SHIRLY	52.9	993.6	487.7		844.4				87.8	2171.8		4638.2
SOMRVL	2056.4	3029.8	25036.6	1034.3	13641.9	178.3	2067.7	464.0	448.0	7848.3	98.4	55903.7
SOUTHB	113.5	593.3	747.6	31.4	1099.9				32.3	3140.0		5758.0
STONHM	294.9	2350.7	3976.5	38.9	8655.4		104.5		252.3	11212.0		26885.2
STOUTN	469.5	3891.4	4011.0	122.7	6986.6	37.6	79.8	16.2	268.9	11520.1	32.2	27436.0
STOW--	217.0	274.8	176.4	15.5	788.5		32.8		16.4	1879.7		3401.1
SUDBRY	177.7	1363.7	925.7	16.4	6616.5	15.9	16.0		162.0	6722.4	32.0	16048.3
SWMSCT	153.4	1711.4	3266.5		3717.3				39.9	8508.7		17397.2
TEWKSB	269.1	2202.3	1104.7	50.8	5698.5	16.8			189.6	9053.2		18585.0
TOPSF8	136.0	239.5	593.0		893.1		17.0		17.0	2315.3		4210.9
TYNGSB	64.7	168.1	439.1		456.4					1556.9		2685.2
UPTON-	16.1	756.6	561.8		967.3		51.6		18.3	2211.8		4583.5
UXBRDG	194.6	1325.0	918.8	358.5	1602.7		445.5	49.5	227.3	3548.8		8670.7
W-BWTR	33.1	970.8	793.2		2122.9				106.8	4562.5	15.2	8604.5
W-NBRY	0.0	207.4	332.8		279.5					1267.6		2087.3
W-ROXB	402.0	1594.8	4335.8	158.0	3468.1	24.0	93.9		70.8	6214.1		16361.5
WAKEFD	1307.2	6664.1	8990.8	150.9	8391.6	40.0	33.6		114.1	15164.4		40856.7
WALPOL	306.8	2524.1	4693.4		8584.8		211.3		187.9	10140.8		26649.1
WALTHM	1045.3	7384.2	11890.3	2370.9	41081.5	618.0	466.9		539.7	26790.7		92187.5
WATRTN	565.8	4467.5	10199.5	788.3	15367.6	208.2	812.3	197.9	612.5	13766.1	30.9	47016.6
WAYLND	365.4	1843.5	1571.0	34.0	5416.2		18.1		138.0	8676.8	57.2	18120.2
WELSLY	778.6	4987.0	4530.9	1457.1	16925.0	532.2	438.3	35.0	142.2	20987.6	151.5	50965.4
WENHAM	148.0	418.1	512.0		824.7					2385.8		4288.6
WESBRO	147.5	978.8	2000.1	32.8	2940.8	16.5	66.0		16.3	3841.0	33.0	10072.8
WESFRD	134.3	334.5	1100.9		1208.0	17.9			15.9	3805.6	15.7	6632.8
WESTON	110.5	1315.8	1562.7	57.8	5116.2	15.9				7378.8	34.0	15591.7
WESTWD	342.7	2070.7	1108.5		4406.8	36.8	93.7			7379.5	41.3	15480.0
WEYMTH	518.1	3805.9	10132.6	303.4	14777.3		124.5	42.1	567.6	28090.7	15.9	58378.1
WHITMN	413.8	1403.1	2505.7	51.1	3613.6	17.3	50.2		136.7	6508.1	69.2	14768.8
WILMTN	374.4	2359.3	2056.4	68.8	9390.7		68.3		266.6	8507.2		23091.7
WINCTR	349.5	3104.4	4105.9	1641.3	4422.2	[illegible]	463.4	77.8	155.6	12338.3	38.9	26807.5
WINTHP	172.9	1524.5	2287.1		2089.6		89.9	38.6	77.9	6480.9	41.9	12803.3
WOBURN	643.7	3084.3	4936.1	399.5	12833.0	15.8	78.9		89.4	16951.9	86.2	39118.8
WRENTM	69.9	797.6	550.2	76.8	2172.2	38.4	132.4		19.2	3142.8		6999.5
TOTAL	85169.8	436298.4	914734.7	105286.7	1306053.2	62442.4	28777.4	17991.7	27730.4	1452573.2	7305.1	4444363.0

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(1) The City of Boston is divided into 13 separate communities as follows: BOSPPR, Boston Proper (Downtown Area); BRITON, Brighton; CHASTN, Charlestown; E-BSTN, East Boston; FNWYJP, Fenway - Jamaica Plain; HYD-PK, Hyde Park; MATAPN, Matapan; N-DORC, North Dorchester; ROXBRY, Roxbury; RSLNDL, Roslindale; S-BSTN, South Boston; S-DORC, South Dorchester; W-ROXB, West Roxbury.

(2) The information in this table has been assembled directly from the corresponding traffic subzone data. A listing of towns and subzones is contained in Table A.

TABLE G-1

MULTIPLE LAYOUT CARD FORM
FOR ELECTRIC ACCOUNTING MACHINE CARDS

FORM X74 4822 2 END

BRANCH OFFICE NO. Refer To ______ INTERPRETER SPACING DATE ______

CUSTOMER'S NAME & NO. ______

ADDRESS ______

1. Person #0 — ELECTRO NUMBER

Field	Columns
Card No. (0 0)	1–2
Travel Day	3–5
Cycle	6–8
Sample	9–12
Subzone Residence	13–17
Person Number	18–19
Sex	20
Age	21
Transit Data: Present Freq.	22
Transit Data: Past Freq.	23
Transit Data: Yr. Chg.	24
Transit Data: Purp. from	25
Transit Data: Purp. to	26
Transit Data: Modes	27
Driver Lic.	28
First Modes to Work or School	33–35
Occupation	36
Industry	37
Subzone of Work or School	38–42
Trip Factor	75–78
D.U. Factor	79–82

2. #1 — ELECTRO NUMBER

Field	Columns
Card No. (0 1)	1–2
Travel Day	3–5
Cycle	6–8
Sample	9–12
Subzone Residence	13–17
Previous Subzone of Residence	18–22
Incomp. Code	23
Type D.U.	27
Rent-Own	28
Total Persons	29–30
Persons Over 5 Yrs.	31–32
Persons Employed	33–34
Autos Owned	35
Auto 1: Year	36
Auto 1: Make	37
Auto 1: Model	38
Auto 2: Year	39
Auto 2: Make	40
Auto 2: Model	41
Auto 3: Year	42
Auto 3: Make	43
Auto 3: Model	44
Years at this Address	45–46
Income Level	47
Total Trips	52–53
Total Auto Driver Trips	54–55
Persons over 5 With Trips	56–57
Persons over 5 No Trips	58–59
Unknown	60
Recreation: Weekday	61
Recreation: Weekend	62
Recreation: Weekend	63
Recreation: Recrea.	64
U.S. Census Tract Code	65–69
Town Name of Residence	70–75
Trip Factor	76–79
D.U. Factor	80–83

3. #2 — ELECTRO NUMBER

Field	Columns
Card No. (02)	1–2
Travel Day	3–5
Cycle	6–8
Sample	9–12
Subzone Residence	13–17
Person Number	18–19
Trip Number	20–21
Age	25
Origin Land Use	26–27
Subzone of Origin	28–32
Subzone of Destination	33–37
Destination Land Use	38–39
Sex	40
Occupation	41
Industry	42
Drivers Lic.	43
Mode	44
Start Time	45–47
Arrive Time	48–50
From Purp.	51
To Purp.	52
Walk Time at Origin	53–54
Walk Time at Destination	55–56
Out-of-pocket Cost	57–59
Occupancy	60
Type Parking	61
Car Number	62
Car Pool	63
Pass. Purp.	64
Origin Town Name	65–70
Destination Town Name	71–76
Autos Owned	77
Trip Factor	78–81
Income Level	82

4. #3 — ELECTRO NUMBER

Field	Columns
Card No. (0 3)	1–2
Interview Sta.	3–5
Hour	6–7
Direction	8
Type Veh. Code	9
Centroid Exit-Entry	10–12
Day	13–15
Serial Number	16–18
Vehicle Type	19
Occupancy	20
Subzone Origin	23–28
Land Use at Origin	29–30
Subzone Destination	31–36
Land Use at Destination	37–38
from auto purp.	41
to auto purp.	42
from truck pur.	43
to truck pur.	44
Garaged: Code	45
Garaged: Zone	46–49
Time in min.	50
Load	51
Sta. Exit-Entry	52–54
Interview Centroid	55–57
Origin Town Name	58–63
Hourly Factor	64–66
ADT Factor	67–69
Origin Town Code	70–72
Destination Town Code	73–75
Destination Town Name	76–80

5. #4 — ELECTRO NUMBER

Field	Columns
Card No. (0 4)	1–2
Travel Day	3–5
Sample Number	6–10
Year of Manufacture	11–12
Physical Type	13
License Type	14
Registered	15–17
Industrial Classification	18–20
Estimated Days Mileage	21–23
Total Deliveries	24–26
Total Trips	27–28
Incomp. Code	29
Trip Number	30–31
Land use at Origin	32–33
Subzone Origin	34–38
Destination Subzone	39–43
Land Use at Destination	44–45
Business from	46
Use Purp. to	47
Personal from	48
Purpose to	49
Mid-Point Time	50–52
Commodity	53–55
No. of Deliveries this trip	56–57
Origin Town Code	59–61
Destination Town Code	62–64
Town Name Origin	65–70
Town Name Destination	71–76
Factor	77–80

6. #5 — ELECTRO NUMBER

Field	Columns
Card No. (0 5)	1–2
Travel Day	3–5
Sample Number	8–10
Year of Manufacture	11–12
Estimated Days Mileage	21–23
Total Trips	24–28
Incomp. Code	29
Trip Number	30–31
Land Use at Origin	32–33
Subzone Origin	34–38
Destination Subzone	39–43
Land Use at Destination	44–45
Business from	46
Use to	47
Personal from	48
Purpose to	49
Mid-Point Time	50–52
Occupancy	58
Origin Town Code	59–61
Destination Town Code	62–64
Town Name Origin	65–70
Town Name Destination	71–76
Factor	77–80

7. #7 — ELECTRO NUMBER

Field	Columns
Card No. (0 7)	1–2
Cycle	6–8
Sample	9–12
Subzone of Residence	13–17
Person Number	18–19
Trip Number	20–21
Origin Land Use	26–27
Subzone of Origin	28–32
Subzone of Destination	33–37
Land Use at Destination	38–39
Mode	44
Purp.: From Purp.	45
Purp.: To Purp.	46
Occupancy	47
Type Trip	48
Day Began	49
Day Ended	50
Travel Day	51–53
Start Time	54–56
Arrive Time	57–59
Duration in Days	60–62
Round Trip Distance in Mi.	63–66

8. #12 — ELECTRO NUMBER

Field	Columns
BRPP Card Code "50"	1–2
WS&A Card Code "12"	3–4
Map Number	5–6
District Number	7–8
Route Number	9–11
Link Sequence Number	12–14
System Classif.	15
Funct. Classif.	16
Parking Code (Undiv. or Left Rdwy.)	17
Parking Code (Right Rdwy of Div Rd)	18
Section Number	19
Section Length (0.01 Mi.)	20–23
Town	24–26
Direction	27
Width (Feet)	28–29
Pvd. Shldr. Code	30
No of Lanes	31
Median	22
Direction	33
Width (Feet)	34–35
Pvd. Shldr. Code	36
No. of Lanes	37
Land Use	38

9. #17 — ELECTRO NUMBER

Field	Columns
BRPP Card Code "50"	1–2
WS&A Card Code "17"	3–4
Map Number	5–6
District Number	7–8
Route Number	9–11
Link Sequence Number	12–14
Total Length of Link (0.01 Mi.)	20–23
Average Daily Traffic -- 1963	39–44
Veh. Cmp. Code	45
Directional Peak-Hour Volume	46–49
Capacity	50–53
Volume/Capacity Ratio	54–55
Off-Peak Travel Time (0.1 min.)	56–58
Off-Peak Travel Speed (mph)	59–60
AM Peak Travel Time (0.1 min.)	61–63
AM Peak Travel Speed (mph)	64–65
PM Peak Travel Time (0.1 min.)	66–68
PM Peak Travel Speed (mph)	69–70

10. X — ELECTRO NUMBER

Field	Columns
BRPP Card Number	1–2
WS&A Card Number	3–4
Serial Number	5–10
Mode to Sta.	11
Station On	12–16
Origin Sub Traffic Zone	17–21
Time at Origin	22–24
Destination Sub-Traffic Zone	25–29
Programmed Card Skip	30–35
Mode from Sta.	36
Time at Destination	37–39
Trip Purp.	40
Transit Route Number	41–43
Trip Freq.	44
Hour of Interview	45–47
Per. in Hsehld.	48
Rt. Segment or Check Pt. No.	49–50
No. of Cars Owned	51
Driver's Lic.	52
Fare Paid	53
Programmed Card Skip	54–59
Station Off	60–64

Appendix II

TECHNICAL NOTES ON INVENTORIES OF TRANSPORTATION FACILITIES

Each phase of the Comprehensive Traffic and Transportation Inventory has its own explicit organization. The following technical notes set forth methods and principles underlying basic study designs. These designs are obviously of major importance -- they will affect reliability of the entire transportation planning process, and basic decisions on future transport systems.

A thorough knowledge of existing transportation facilities, their physical characteristics, usage levels and performance features is prerequisite to an objective evaluation of regional transportation. To acquire this information, a series of extensive field surveys were conducted, and vast quantities of data secured from public and private sources.

Inventories of transportation facilities were generally divided into two distinct parts -- (1) the basic highway system, and (2) major public transportation facilities, such as commuter railroad and transit services.

INVENTORYING THE BASIC HIGHWAY SYSTEM

In the Boston Metropolitan Region, as in other urban centers, a vast network of expressways, parkways, arterial and local streets provide the physical facilities over which cars, trucks, buses, and streetcars operate. Because of the Project's regional scale, it was necessary to focus inventories on the most important highways and streets within the Planning Area.

Defining the Basic Highway System

The basic highway system inventoried includes those highway facilities presently accommodating major traffic movements and providing basic travel paths between major travel generators and traffic zones of the Planning Area. On this basis, all Interstate, U. S., and State-numbered routes, as well as Federal-aid primary and secondary systems, are included.

Parkways operated by the Metropolitan District Commission (MDC) and roads under Massachusetts Department of Public Works (DPW) jurisdiction are also included, together with other selected streets and highways required for accessibility between all portions of the study area. In selecting un-numbered routes, careful attention was given to available city and regional planning and traffic studies and 701 Program reports.(1)

Classification of Major Highways

Two systems of classification were used in the highway inventory. The first was based on administrative and financial responsibility, divided into four major categories, (1) Interstate, (2) Federal-aid Primary, (3) Federal-aid Secondary, and (4) other roads.

Except for Interstate routes, each of the above divisions was further subdivided into (a) state (DPW) routes, (b) Metropolitan District Commission routes, and (c) local roads. State and MDC routes were developed from DPW and MDC records. Selected local roads with heavy traffic volumes were included, as well as local roads required for continuity between all sections of the Planning Area.

The second classification system was based upon functional characteristics and includes three major divisions -- (1) expressways, (2) arterials, and (3) collectors. Expressways are fully access controlled, multi-lane divided roadways. Arterial routes are generally roads on Federal-aid systems (primary or secondary) and U. S. and State-numbered routes. Many un-numbered urban streets having four or more traffic lanes, with parking restrictions during peak travel periods, or operated directionally, have also been included as arterials. Collector routes include only those supplementary highways and streets required for a completely integrated system of roadways providing continuity of access between all sectors of the study area.

Physical Characteristics

To describe physical characteristics of the Planning

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(1) Available city and regional planning and traffic studies, as well as 701 Program reports, were the basis for including various un-numbered routes. A total of 96 separate planning and traffic studies, covering nearly 60 per cent of the study area's 152 communities, were evaluated. About two-thirds of these studies were prepared during the years 1960-1963.

Area's basic highway system with reasonable precision, it is necessary to carefully identify each segment or "link." In formal inventory tabulations, links are defined as "highway or street segments between intersections with other routes on the system." Approximately 4,300 links were designated for the 3,800-mile system -- an average link length of 0.89 miles. Links ranged from several miles in length, for certain rural areas, to as little as 0.03 miles, in heavily urbanized areas.

Terminal points of each link (called "nodes") occur at the middle of at-grade intersections, at the ends of approaches to traffic circles, or at the middle of route crossings of grade-separated interchanges. At-grade intersections less than 200 feet apart were classified as single nodes.

Each of the 4,255 links of the study area's basic highway system was carefully delineated on one of 18 large-scale maps and further identified through an extensive numbering system in which the study area was divided into 14 districts.(2)

An illustrative example of physical inventory data is given in Table II-1. For each link of the basic highway system, the following data were developed:

(1) Link identification - consisting of route, link, section, and map numbers.
(2) Classification - covering both system and functional class.
(3) Study area town, adjacent land use, and link length in miles.
(4) Directional operation (one-way or two-way), width in feet, presence or absence of paved shoulder, parking restrictions, number of effective moving lanes, and existence or absence of median.

For divided highways, information under item (4) is provided separately for each roadway. Where major variations occurred within a link, such as changes in pavement width, links were subdivided into sections.

The foregoing information was obtained from extensive field surveys and records of the Department of Public Works. In some areas, cross checks were made, using available planning and traffic reports. The data were then punched onto

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(2) For a detailed description of the link-numbering system, refer to CODING MANUAL, Inventories and Characteristics of Transportation Facilities, prepared by Wilbur Smith and Associates, July, 1964.

Boston Regional Planning Project

Table II-1

1963 PHYSICAL CHARACTERISTICS OF HIGHWAY FACILITIES

IDENTIFICATION				CLASS					UNDIVIDED OR LEFT ROADWAY						RIGHT ROADWAY IF DIVIDED				
Route	Link	Map	Sect.	Sys.	Funct.	TOWN	LAND USE	LENGTH (miles)	Dirn.	Width (ft.)	Paved Shldr.	Parkg.	No. Lanes	MEDIAN	Dirn.	Width (ft.)	Paved Shldr.	Parkg.	No. Lanes
1	13001160	11	1	5	3	28	0	.38	2	36	0	0	3						
1	13001160	11	2	5	3	28	0	.57	2	34	0	0	3						
1	13001170	3	1	5	3	23	1	2.80	2	34	0	0	3						
1	13001180	3	1	5	3	23	1	.14	2	34	0	0	3						
1	13001180	3	2	5	3	23	1	.47	1	24	0	0	2	4	0	24	0	0	2
1	13001180	3	3	5	3	24	1	.10	1	31	0	0	3	4	0	31	0	0	3
1	13001190	3	1	5	3	24	1	.61	1	31	0	0	3	4	0	31	0	0	3
1	13001190	3	2	5	3	24	1	.24	1	31	0	0	3	4	0	31	0	0	3
1	13001200	3	1	5	3	24	1	.14	1	31	0	0	3	4	0	31	0	0	3
1	13001200	3	2	5	3	24	1	.10	1	23	0	0	2	4	0	23	0	0	2
1	13001210	4	1	7	3	24	2	.27	2	38	0	0	4						
1	13001210	4	2	5	3	30	2	1.75	2	38	0	0	4						
1	13001220	4	1	5	3	30	2	.19	2	40	0	0	4						
1	13001230	4	1	5	3	30	1	.43	2	40	0	0	4						
1	13001230	4	2	5	3	30	1	.19	2	30	0	0	3						
1	13001230	4	3	5	3	30	1	.62	2	40	0	0	4						
1	13001230	4	4	5	3	30	1	.28	2	18	0	0	2						
1	13001240	3	1	0	3	30	0	.64	2	40	0	0	4						
1	13001245	3	1	0	3	30	0	.17	2	40	0	0	4						
1	13001250	3	1	0	3	30	0	.45	2	34	0	0	2						

tabulating cards, listed in tabular form for verification, and transferred to computer tapes for analysis purposes.

Measuring Highway System Use

System usage is an important element in transportation planning processes. Daily and peak-hour traffic volumes provide a useful measure of service quality and system adequacy.

As an integral part of highway inventories, average daily traffic (ADT), and peak-hour directional volumes, were derived for all segments of the basic highway system. This was a complex undertaking, requiring extensive field studies, compilation, and adjustment of available traffic counts.

Adjustment of Traffic Counts - Available traffic-count data were obtained from various public and private sources, supplemented with additional traffic counts conducted as part of the highway inventory process. Traffic counts were obtained from the Department of Public Roads, toll road and bridge authorities, city and regional agencies, and several private outdoor advertising companies. These were supplemented and verified by numerous traffic counts conducted at various strategic locations throughout the Planning Area.

Most traffic counts were made during different seasons, over a two-to-three year period. Thus, it was necessary to adjust, or factor, these data to a common base -- 1963 average daily traffic -- and compensate for hourly, seasonal, and annual variations.

Adjustments were based largely on traffic-volume patterns at seven permanent and 86 major traffic counting stations operated by the Massachusetts Department of Public Works. In expanding or factoring counts, consideration was given to counting station locations, type of highway involved (e.g. radial, circumferential), and traffic composition (percentage of cars and trucks). When using traffic counts from prior years, it was also necessary to consider effects of new facilities in the area and their impact on prior traffic patterns and volumes.

Directional peak-hour traffic volumes were determined from actual counts wherever available. In addition, studies were made of directional traffic distribution and existing relationships between peak-hour and 24-hour volumes for various types of routes in the basic highway system. These relationships were used to estimate peak directional volumes at locations where actual counts were not available.

In addition to developing 1963 average daily traffic volumes for each link of the basic highway system, as previously discussed, traffic composition (per cent trucks) was also determined. For tabulation purposes, four general ranges were used: (1) no measurable truck traffic, (2) one to seven per cent truck traffic, (3) seven to 15 per cent truck traffic, and (4) over 15 per cent truck traffic.

Evaluating Highway Performance

Three factors enter into evaluation of highway performance -- actual usage of the highway system, service quality, as measured by operating speeds, and present or potentially-available capacity. Current usage, when compared with available capacity, provides a valuable measure of service quality and ability to accommodate future traffic growth.

Accordingly, pertinent data on use, capacity, and travel speeds were developed for each link of the 3,800 mile basic highway system. A typical tabulation, Table II-2, shows the type of information by which performance of the Planning Area's basic highway system was evaluated.

System Capacity - Estimates of individual link capacity in the basic highway system were an integral part of highway inventories. In deriving capacity values, consideration was given to latest published studies, particularly those of the Bureau of Public Roads and the Highway Research Board. In addition, available capacity data and analyses, obtained in many of the nation's largest urban areas, including Boston, were carefully reviewed. Values set forth in various studies were compared with actual measured volumes at selected locations in the Planning Area observed to be operating "at capacity," to provide a further basis for accurate capacity appraisals. Various adjustments were developed to reflect local operating characteristics.

Capacity reflects ability of a given roadway facility to accommodate traffic -- it reflects both the quality and quantity of flow. Possible (or saturation) capacity represents the greatest sustained hourly loading that a facility can accommodate under prevailing roadway and traffic conditions. Practical capacity represents maximum loading at a reasonable level of traffic performance, i.e., the maximum desired volume under acceptable operating conditions. Studies have shown practical capacity to range from 70 to 85 per cent of possible capacity.

In planning studies, practical, rather than possible, capacity should be the guiding criterion. Thus, capacity

Boston Regional Planning Project

Table II-2

1963 USE AND PERFORMANCE CHARACTERISTICS OF HIGHWAY FACILITIES

IDENTIFICATION			LENGTH	1963	PER CENT	DIRN. PEAK		VOL./CAP.	OFF-PEAK TRAVEL		A.M. PEAK TRAVEL		P.M. PEAK TRAVEL	
Route	Link	Map	(miles)	ADT	TRUCKS	VOL.	CAP	RATIO	Time (min.)	Speed (mph)	Time (min.)	Speed (mph)	Time (min.)	Speed (mph)
14	07014070	55	1.25	3,500	3	260	550	0.5	2.7	28	2.3	32	2.3	32
14	07014090	55	1.71	2,000	3	150	400	0.4	2.8	37	3.2	32	3.2	32
14	07014100	55	.33	4,000	3	280	550	0.5	.6	31	.6	32	.6	32
14	07014110	55	.12	3,000	3	220	550	0.4	.3	25	.3	25	.3	25
14	07014130	54	2.13	1,000	3	80	530	0.2	3.3	39	3.7	35	3.7	35
14	07014140	54	1.33	4,000	3	280	550	0.5	2.2	37	2.3	35	2.3	35
14	07014150	54	.60	4,000	3	280	500	0.6	1.2	31	1.0	35	1.0	35
14	07014170	54	.90	3,000	3	220	500	0.4	1.5	35	1.5	35	1.5	35
14	07014180	54	1.99	3,500	3	260	500	0.5	3.2	37	3.4	35	3.4	35
16	04016020	28	1.05	17,000	3	950	1,510	0.6	2.1	30	2.2	29	2.0	32
16	04016030	28	.50	9,000	3	580	1,210	0.5	1.1	28	1.1	28	1.0	29
16	04016033	28	.12	6,000	1	410	540	0.8	.2	29	.3	26	.3	25
16	04016035	28	.42	15,000	1	1,020	1,100	0.9	.9	28	.9	29	.9	27
16	04016040	28	.41	20,000	1	1,090	950	1.1	1.1	22	1.4	17	1.4	17
16	04016050	27	.47	20,000	3	1,090	1,100	1.0	.9	31	.9	30	1.3	22
16	04016055	27	.18	16,000	3	900	1,100	0.8	.4	25	.5	20	.5	20
16	04016060	27	.19	16,000	3	900	1,100	0.8	.5	21	.6	19	.5	23
16	04016070	27	.43	18,000	3	990	1,010	1.0	1.1	24	.9	29	1.1	24
16	04016075	27	.19	18,000	3	990	1,200	0.8	.5	25	.6	20	.6	20
16	04016080	27	.47	20,000	3	1,100	1,100	1.0	1.2	24	1.2	23	1.3	21
16	04016085	27	.17	15,000	3	850	1,100	0.8	.4	25	.5	20	.5	20
16	04016090	27	.24	18,000	3	990	1,100	0.9	.6	24	.8	19	.7	21
16	04016100	27	.21	30,000	4	1,700	1,500	1.1	.5	24	.5	24	.7	19
16	04016110	35	.41	14,000	3	810	1,100	0.7	1.0	24	1.4	17	1.1	23
16	04016130	35	1.56	15,000	3	850	1,120	0.8	3.9	24	3.9	24	4.3	22
16	04016140	35	.07	22,000	4	1,170	1,100	1.1	.2	17	.3	14	.3	14

analyses in this report relate to practical capacity levels.

Capacity is dependent on several variables. These include the number, width, and effectiveness of moving lanes, headways between successive vehicles, traffic composition, parking conditions, traffic signal timing, as well as marginal and intersectional interferences. All these factors were evaluated in deriving the capacity curves shown in Figure II-1.

Capacity data reflect directional peak-hour capacity of each link, assuming application of sound traffic-engineering techniques to facilitate maximum traffic flow. For example, it has been assumed that parking would not be permitted during peak hours, to make full pavement width available for traffic movement. Thus, volume-capacity relationships tend to overstate reserve capacity available under existing traffic conditions.

Capacity ranges utilized in this study are based on the following criteria:

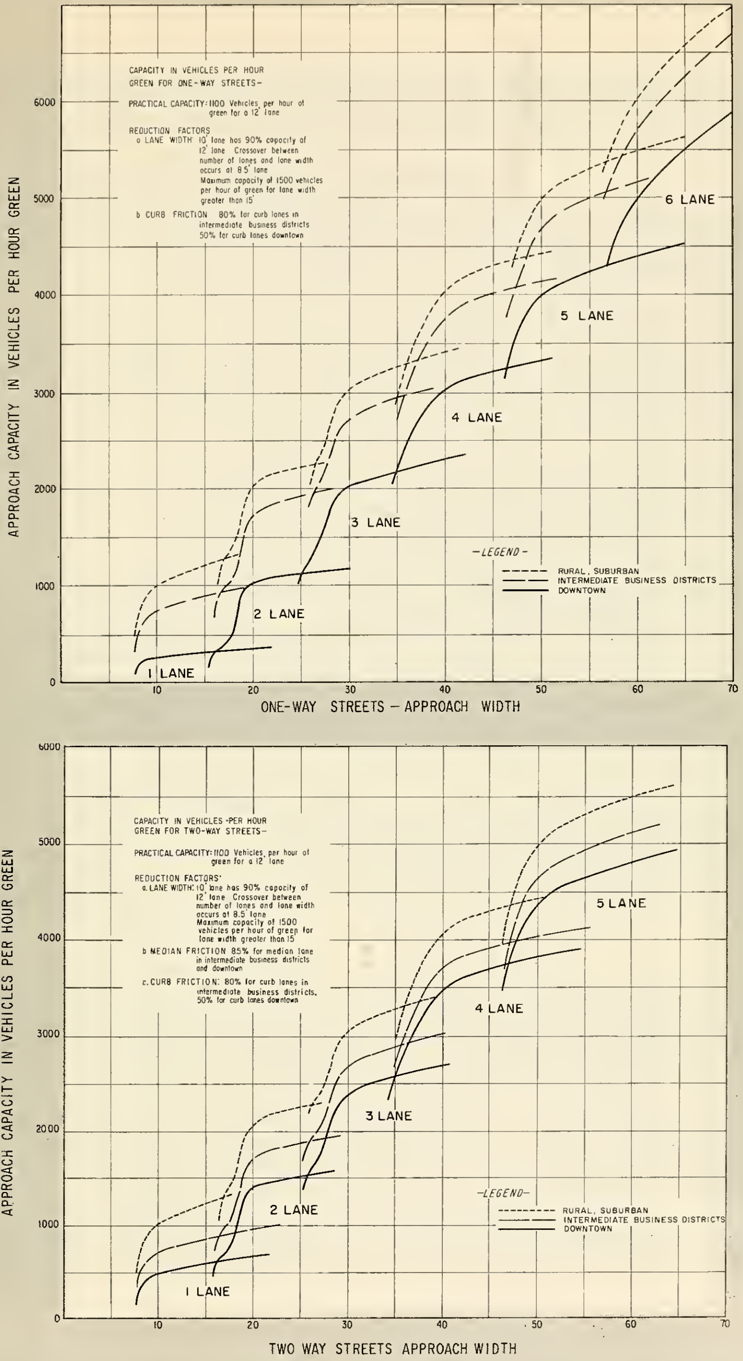
1. Practical capacity per hour of green-signal time for a 12-foot lane on arterial or collector streets is 1,100 vehicles per hour.

2. A 10-foot lane has 90 per cent of the capacity of a 12-foot lane.

3. The "cross-over" point between lane width and the practical number of lanes occurs at approximately 8.5 feet. Thus, an 18-foot pavement would have somewhat greater capacity when striped for two lanes rather than one lane.

4. Capacity varies most rapidly with changes in lane width between 8.5 feet and 10 feet. It has been assumed that capacity increases for lane widths above 12 feet are marginal and that the capacity asymptote is 1,500 vehicles per hour of green-signal time for lanes 15 feet or wider.

5. Reductions in practical capacity of 1,100 vehicles per hour of green-signal time per 12-foot lane are necessary because of interferences along specific highway lanes or marginal friction. For example, in rural and suburban areas, it was assumed that all lanes, including curb and median lanes, would operate at 100 per cent of capacity. However, in suburban and central business districts, reductions were applied to account for left-turn and curbside frictions. Median lanes in business districts are estimated to operate at 85 per cent of basic capacity, to account for left-turn frictions. Similarly, reduction



CAPACITY IN VEHICLES PER HOUR GREEN FOR ONE-WAY STREETS–

PRACTICAL CAPACITY: 1100 Vehicles, per hour of green for a 12' lane

REDUCTION FACTORS
- a LANE WIDTH: 10' lane has 90% capacity of 12' lane. Crossover between number of lanes and lane width occurs at 8.5' lane. Maximum capacity of 1500 vehicles per hour of green for lane width greater than 15'
- b CURB FRICTION: 80% for curb lanes in intermediate business districts, 50% for curb lanes downtown

CAPACITY IN VEHICLES PER HOUR GREEN FOR TWO-WAY STREETS–

PRACTICAL CAPACITY: 1100 Vehicles, per hour of green for a 12' lane

REDUCTION FACTORS:
- a. LANE WIDTH: 10' lane has 90% capacity of 12' lane. Crossover between number of lanes and lane width occurs at 8.5' lane. Maximum capacity of 1500 vehicles per hour of green for lane width greater than 15
- b MEDIAN FRICTION 85% for median lane in intermediate business districts and downtown
- c. CURB FRICTION: 80% for curb lanes in intermediate business districts. 50% for curb lanes downtown

APPROACH CAPACITIES FOR ONE-WAY AND TWO-WAY STREETS

Wilbur Smith and Associates BOSTON REGIONAL PLANNING PROJECT FIGURE II-1 factors of 80 and 50 per cent were applied to basic capacities for curb lanes in suburban and central business districts, respectively, to allow for marginal friction, pedestrians, etc.

6. Directional capacity of three-lane, two-way streets was estimated as intermediate between that of two-lane and four-lane roadways, with the largest increase occurring at a pavement width of approximately 30 feet.

7. Capacities of one-way streets are slightly higher than capacities of two-way streets of the same approach widths. As noted in the foregoing, proportion of green-signal time is critical in capacity determinations. Based upon signal-timing studies along major arterial routes in the Planning Area, these capacity analyses have assumed 50 per cent green time in rural and suburban areas, 45 per cent in business districts, and 40 per cent in the central business district. The last two figures allow for exclusive pedestrian signal phases.

Travel Time and Speed - Other valuable measures of traffic service quality are travel times and average operating speeds. For each link in the basic highway system, travel time (in minutes) and speed (in miles per hour) were developed separately for off-peak, morning and evening peak-hour periods. To cover the 3,800 mile basic system, approximately 30,000 miles of speed and delay runs were conducted in the field.

During off-peak periods, a minimum of two runs, one in each direction, were made for each link. Additional runs were made for selected high-volume, multi-lane facilities, such as Routes 1, 9, and 128. Where peak-period travel speeds were measured, at least two runs were conducted during the peak period.

These data were processed to establish variability in individual speed runs. A series of control limits were used to determine the need for additional runs. A minimum of two acceptable measurements were required before individual link data were accepted. Unacceptable measurements were discarded.

Accidents - As a complement to basic performance information, accident data in the Planning Area were obtained. These statistics, methods of collection and summerizations were reviewed as a part of highway facility inventories.

The Massachusetts Registry of Motor Vehicles compiles records on all accidents within the Commonwealth involving fatalities and personal injuries, or property damage in excess of $200. Annual accident totals were summarized by type of accident, roadway, and location of occurrence.

INVENTORYING PUBLIC TRANSPORT FACILITIES

The Boston Metropolitan Region is one of the most transit-oriented urban areas in the nation. Thus, an understanding of current characteristics, usage, and performance of mass transportation is basic to developing a regional transportation plan. Inventories of public transportation facilities within the Planning Area included three commuter railroads (New York, New Haven, and Hartford; Boston and Albany; and Boston and Maine), Metropolitan Transit Authority facilities, Eastern Massachusetts Street Railway Company bus routes and various independent suburban bus companies.

Information obtained for public transportation facilities was based chiefly upon available published timetables, annual reports, and private company records. Information was also obtained from the Massachusetts Department of Public Utilities and Department of Aeronautics, and the Federal Aviation Agency. Extensive use was also made of materials gathered in the field during the Transit Postcard Survey -- often the only data available.

Generally, materials prepared for inventories of public transportation facilities relate to transit operations conducted during the winter of 1962-1963, except for commuter railroad service which was based upon April, 1964, timetables. Winter operations during 1962-1963 were selected as the most recent stable period before the impacts of various mass-transportation demonstration projects subsequently conducted, and to permit closer correlation between the public transportation inventory and the Transit Postcard Survey which was conducted at that time.

Transit Route Maps

A complete set of detailed, reproducible "working" maps were prepared, showing transit routes within the Planning Area. These working maps were drawn to the same base as maps prepared for the basic highway system. In general, 2,000-foot scale maps were prepared for areas outside of Route 128, and 1,000-foot scale maps for areas inside of Route 128.

Type of Service - Transit routes were delineated by (1) railroad companies, (2) surface rail rapid transit, (3) underground rail rapid transit, (4) streetcars or trolley bus service, (5) bus service, and (6) streetcar and bus service on the same right-of-way.

Carrier Classification - Each transit route was designated numerically. In addition, route numbers were further classified by type of carrier involved: (1) Metropolitan Transit Authority, (2) railroad companies, (3) the Eastern Massachusetts Street Railway Company, and (4) various independent suburban bus companies.

General Carrier Information

Available general information and selected operating and traffic statistics were obtained from annual reports filed with the Massachusetts Department of Public Utilities for individual carriers operating within the Planning Area. Data included carrier names and local addresses, principal officials, and communities served. Equipment owned in 1963 (primarily buses) were listed by manufacturer, type of fuel (gasoline or diesel), seats per vehicle, and year built.

Selected operating statistics were listed for 1961, 1962, and 1963, to indicate current trends. Equipment ownership (number of vehicles), equipment mileage, passengers handled, passenger miles, and gross passenger revenues were also itemized.

Pertinent averages were calculated to facilitate comparisons between individual carriers, and refine current trends. These averages include annual miles per equipment unit, gross revenues per equipment unit mile, average fares per passenger and passenger mile, average miles per passenger, and average passenger miles per equipment-unit mile.

In several important instances, some items were not available, since several carriers merely report gross passenger revenues and have no passenger or passenger-mile figures available. For example, the Metropolitan Transit Authority records fares paid, which cannot be converted into passengers because of multiple payments.

Boston-area commuter rail operations constitute only a portion of each railroad's entire service. Thus, their overall operating and traffic statistics are not applicable to the Boston region and were not included in the inventory.

Scheduled Headways

Scheduled headways -- in minutes between trips -- were developed for inbound (towards city centers) operations of the Metropolitan Transit Authority, Eastern Massachusetts Street

Railway Company, and various suburban bus companies. Headways were taken from published timetables, company records, and material gathered or prepared in the course of the Transit Postcard Survey.

Running Times and Average Speeds

Schedules of commuter railroads and the Metropolitan Transit Authority were reviewed to develop running times and average speeds of individual operations.

Commuter Railroads - For each inbound train, running times and average speeds to Downtown Boston were derived for scheduled stops, based on published timetables.

Metropolitan Transit Authority - Running times and average speeds were developed separately for peak-hour and off-peak periods for individual operations of the Metropolitan Transit Authority. Running times were derived separately for inbound and outbound movements, and for route segments in cases where data for intermediate points were available. Average speeds were based upon the complete round trip of each operation, excluding termini lay-over times.

Transit Load-Ratio Comparisons

Vehicle departures during each hour of the day were derived from timetables and other available sources for inbound operations of the Metropolitan Transit Authority, the Eastern Massachusetts Street Railway Company, and various suburban bus companies.

The number of seats furnished was developed by multiplying vehicle departures by average seats per vehicle -- 42 seats per rapid-transit car, streetcar or bus, or 40 seats per trackless trolley.

Average daily passengers handled inbound, developed by the Transit-Postcard Survey, were then listed with average daily seats furnished, to provide a comparison of transit patronage and seating capacity for individual operations.

Additional Inventories

The foregoing inventories were augmented by a wide array of miscellaneous information relating to public transport services in the Boston Metropolitan Region.

Transit Parking Facilities - Location, capacity, and parking charges were obtained for off-street parking facilities at stations operated by the Metropolitan Transit Authority and stations operated or leased by the New Haven and Boston and Maine Railroads.

Standee Data - Policies and practices with respect to standees on transit and commuter railroad services, as well as the extent of swing straps, overhead hand bars, and seat grabs on various types of transit vehicles, were compiled.

Station and Equipment Drawings - Prints covering subway stations of the Metropolitan Transit Authority were obtained. Floor plans of various transit vehicles were forwarded directly to the Planning Project by the Metropolitan Transit Authority.

Prints showing railroad terminal facilities had been provided to the Mass Transportation Commission.

Aviation Facilities - Pertinent information on aviation facilities within the Planning Area, such as airport ownership, the number and length of runways, based aircraft, and other relevant data, was obtained from the Federal Aviation Agency and the Massachusetts Department of Aeronautics.

Appendix III

TECHNICAL NOTES ON TRAVEL-PATTERN SURVEYS

The most complete and accurate method of determining travel patterns in a large metropolitan region would be, of course, to interview all persons making trips. Since this is not economically feasible, travel within an urban region is determined by various sampling procedures. The samples are then expanded to reflect total regional travel.

Four types of origin-destination studies were conducted to obtain accurate measurements of travel characteristics and patterns within the Boston Metropolitan Region. These included (1) the dwelling-unit (home) survey, wherein residents of selected dwelling units within the Planning Area were interviewed; (2) truck-taxi surveys conducted by interviewing representative samples of owners and/or drivers within the Planning Area; (3) the external-cordon survey, where interviews were obtained from motorists at major highways and roads crossing Planning Area boundaries, to obtain information on travel within the region to and from areas outside the region, and (4) the transit postcard survey, conducted on transit vehicles and at subway stations, to permit more refined analyses of individual transit routes and facilities.

DWELLING-UNIT SURVEY

Travel characteristics of residents were determined by conducting interviews in selected dwelling units throughout the Planning Area. Interviews were conducted over a 10-month period, beginning in September, 1963, and concluded in June, 1964. About two-thirds of these were obtained during February, March, and April, 1964.

Sample Design

Past studies have proven that travel patterns obtained from representative samples of residents adjusted to account for total resident population are representative of area-wide travel patterns, volumes, and characteristics. Thus, the samples used herein follow a carefully-conceived design, to assure good statistical reliability.

A summary of dwelling-unit sample disposition is shown in Table III-1. Samples were selected for three per cent of dwelling units in the core area generally bounded by Route 128; in the remainder of the Planning Area, a seven per cent sample of dwelling units was selected. Including residents of hotels, motels, and residential colleges, a total of 48,250 interviews were scheduled. Of these, 22,880 samples were located in the three per cent sample area and 25,370 in the seven per cent sample area. Figure III-1 indicates the towns in which three per cent and seven per cent samples were obtained. The aggregate regional "sampling ratio" approximates 4.4 per cent. By comparison, the Bureau of Public Roads recommends a sampling rate of four per cent for urban areas exceeding one million persons.

Sample size, rather than sampling ratio, per se, is fundamental in statistical analyses. For this reason, higher sampling ratios were selected in sparsely-settled areas so that sample sizes would be generally equivalent to those for more populous zones.(1)

Dwelling-unit samples were selected from records of 27 electric power companies, listing meters installed in their respective areas. These provided basic information on address and type of structure served and each was sampled separately -- residential, commercial, and industrial. Electric meter lists provided an excellent source for selection of dwelling-unit sample since they were complete and relatively up-to-date.

Technically, the sample may be viewed as a disproportionate, stratified, systematic, random sample. It was disproportionate in that different selection rates were applied evenly to different parts of the study area. It was stratified in that several classes of service were each sampled separately. It was systematic in that selections were dependent upon sample rates. It was random in that, within each cycle, the start of sample cycles was selected at random.

As previously indicated in Table III-1, 48,250 samples were selected -- of which more than 80 per cent were actually interviewed. There were 9,496 samples recorded as incomplete, including 3,133 vacant and demolished buildings and 6,363 refusals or no contacts.

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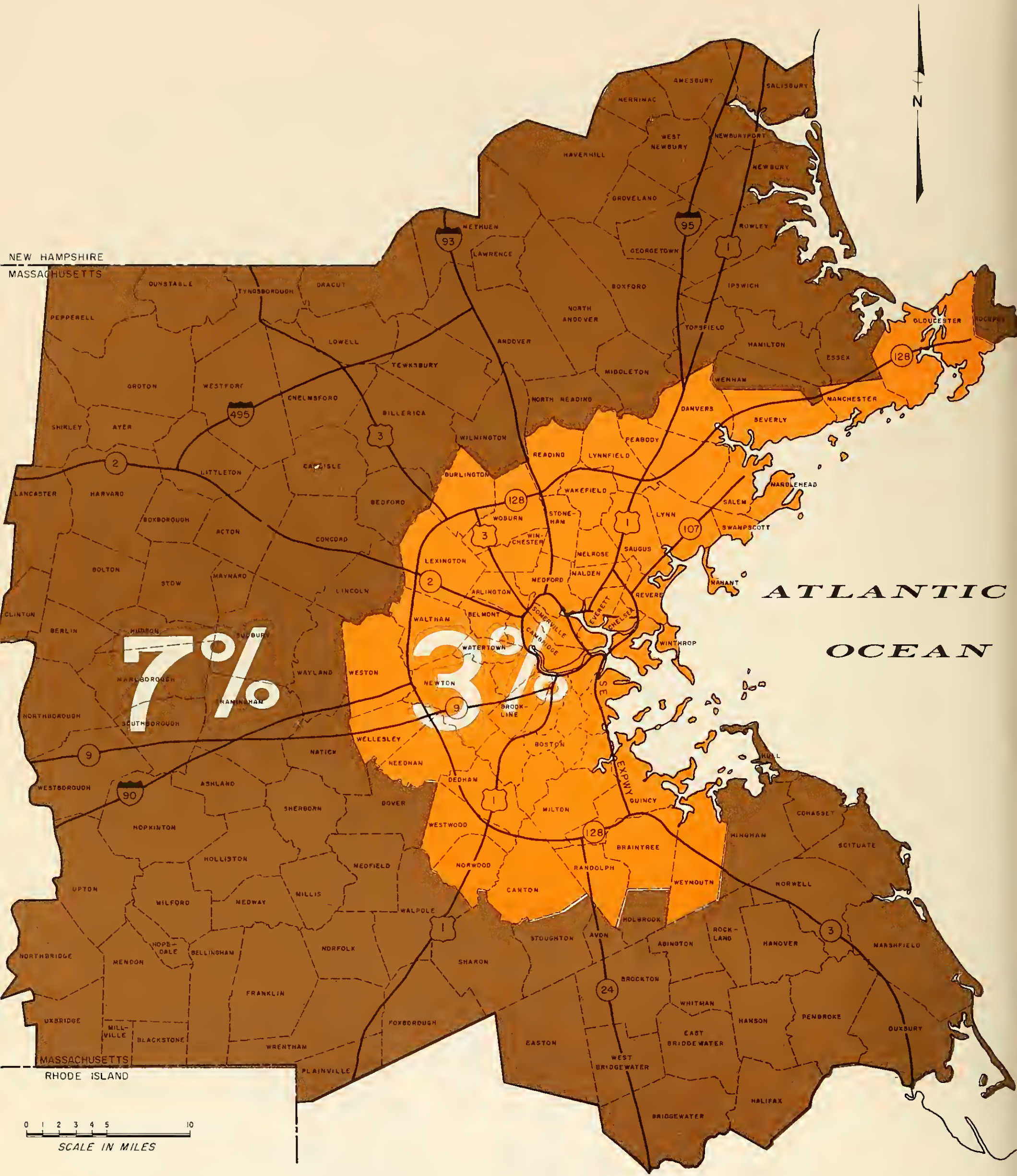
(1) A seven per cent sample of 1,000 people would yield about the same statistical reliability as a three per cent sample of 2,300 people.

Boston Regional Planning Project

Table III-1

DISPOSITION OF DWELLING-UNIT SAMPLES

DISPOSITION	THREE PER CENT SAMPLE AREA Boston	THREE PER CENT SAMPLE AREA Remainder	THREE PER CENT SAMPLE AREA Total	SEVEN PER CENT SAMPLE AREA	TOTAL
Number of Samples					
Completed Interviews	5,012	12,827	17,839	20,915	38,754
Vacant & Demolished Buildings	578	477	1,055	2,078	3,133
Refusals and No Contacts	1,607	2,379	3,986	2,377	6,363
Total	7,197	15,683	22,880	25,370	48,250
Per Cent					
Completed Interviews	69.7	81.8	78.0	82.5	80.3
Vacant & Demolished Buildings	8.0	3.0	4.6	8.1	6.5
Refusals and No Contacts	22.3	15.2	17.4	9.4	13.2
Total	100.0	100.0	100.0	100.0	100.0



DWELLING-UNIT SAMPLE RATES

FIGURE III-1

The relative proportion of interview refusals within the City of Boston was substantially higher than in most other communities. Several non-recurring factors were responsible for this situation. There was wide-spread public concern over a series of recent murders (the so-called "Boston Strangler"), as well as apprehension of unknown impacts of urban redevelopment projects. The inherent secretiveness of high-density area residents, as well as the frequently sought-after obscurity of hotel and motel residents, was often encountered. In certain areas, such as Cambridge, resentment against controversial highway-building programs, particularly the proposed "Inner Belt," was noticeable. Some persons were annoyed at being contacted by several surveys and simply refused to participate.

Data Collection

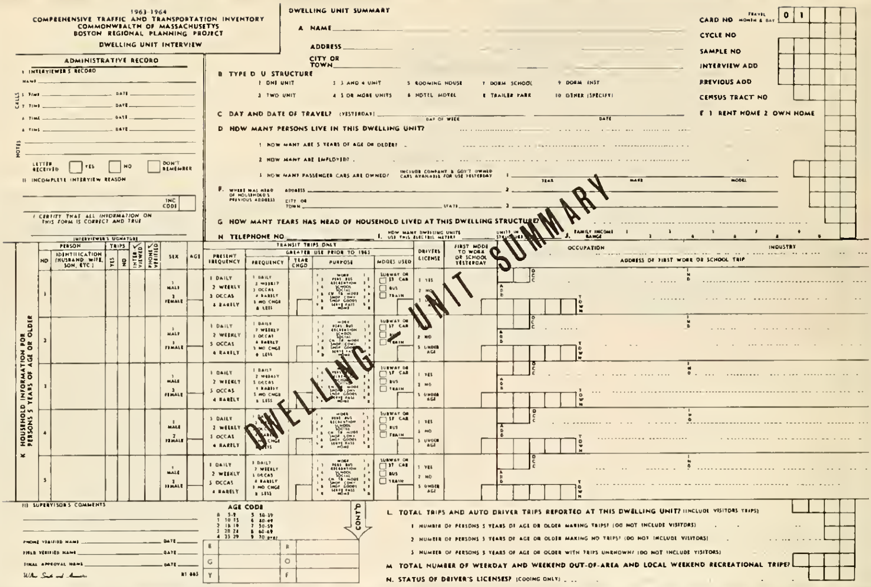
Interviewers were hired locally throughout the study area. Formal training classes were held and satisfactory test interviews conducted and examined prior to initiation of the actual survey. About ten interviewers reported to each field supervisor who checked and edited their work before forwarding it to the central office for further editing and coding. Scheduled call-backs or checks were made both in the field by supervisors and through telephone and personal contacts by central office personnel, to verify actual interviewing and completeness of interviews.

Prior to starting interview operations within individual communities, reasonable efforts were made to alert local officials and others about the survey. For example, formal "advance" letters were mailed to each selected dwelling-unit sample, advising that an interviewer would soon call. Local police were informed of interview operations in advance, and community newspapers would often cooperate by running articles describing the survey.

Data Obtained

A copy of the dwelling-unit interview form is shown in Figure III-2. The front part of the form, "Dwelling-Unit Summary," records pertinent characteristics of the sample household, together with information related to each resident five years of age or older. Provisions were also made to record sample and interview control data.

The reverse side of this form, "Internal Trip Report," records details of individual person trips reported in the interview. Most interviews required several pages of individual trip data.



1963-1964
COMPREHENSIVE TRAFFIC AND TRANSPORTATION INVENTORY
COMMONWEALTH OF MASSACHUSETTS
BOSTON REGIONAL PLANNING PROJECT

DWELLING UNIT INTERVIEW

ADMINISTRATIVE RECORD

I INTERVIEWER'S RECORD

NAME

CALLS
1 TIME ____ DATE ____
2 TIME ____ DATE ____
3 TIME ____ DATE ____
4 TIME ____ DATE ____

NOTES

LETTER RECEIVED ☐ YES ☐ NO ☐ DON'T REMEMBER

II INCOMPLETE INTERVIEW REASON

INC CODE

I CERTIFY THAT ALL INFORMATION ON THIS FORM IS CORRECT AND TRUE

INTERVIEWER'S SIGNATURE

DWELLING UNIT SUMMARY

A NAME ____

ADDRESS ____

CITY OR TOWN ____

B TYPE D U STRUCTURE
1 ONE UNIT 3 3 AND 4 UNIT 5 ROOMING HOUSE 7 DORM SCHOOL 9 DORM INST
2 TWO UNIT 4 5 OR MORE UNITS 6 HOTEL MOTEL 8 TRAILER PARK 10 OTHER (SPECIFY)

C DAY AND DATE OF TRAVEL? (YESTERDAY) ____ DAY OF WEEK ____ DATE

D HOW MANY PERSONS LIVE IN THIS DWELLING UNIT?
1 HOW MANY ARE 5 YEARS OF AGE OR OLDER?
2 HOW MANY ARE EMPLOYED?
3 HOW MANY PASSENGER CARS ARE OWNED? INCLUDE COMPANY & GOV'T OWNED CARS AVAILABLE FOR USE YESTERDAY 1 ____ YEAR ____ MAKE ____ MODEL
2 ____
3 ____

F. WHERE WAS HEAD OF HOUSEHOLD'S PREVIOUS ADDRESS ADDRESS ____ CITY OR TOWN ____ STATE ____

G HOW MANY YEARS HAS HEAD OF HOUSEHOLD LIVED AT THIS DWELLING STRUCTURE?

H TELEPHONE NO ____ I. HOW MANY DWELLING UNITS USE THIS ELECTRIC METER? ____ UNITS IN STRUCTURE ____ J. FAMILY INCOME RANGE 1 2 3 4 5 6 7 8 9

CARD NO TRAVEL MONTH & DAY 0 1
CYCLE NO
SAMPLE NO
INTERVIEW ADD
PREVIOUS ADD
CENSUS TRACT NO
E 1 RENT HOME 2 OWN HOME

K HOUSEHOLD INFORMATION FOR PERSONS 5 YEARS OF AGE OR OLDER

PERSON NO	PERSON IDENTIFICATION (HUSBAND, WIFE, SON, ETC.)	TRIPS YES	TRIPS NO	✓ INTERVIEWED	✓ PHONE VERIFIED	SEX	AGE	TRANSIT TRIPS ONLY PRESENT FREQUENCY	GREATER USE PRIOR TO 1963 FREQUENCY	YEAR CHGD	PURPOSE	MODES USED	DRIVERS LICENSE	FIRST MODE TO WORK OR SCHOOL YESTERDAY	OCCUPATION / ADDRESS OF FIRST WORK OR SCHOOL TRIP	INDUSTRY
1						1 MALE 2 FEMALE		1 DAILY 2 WEEKLY 3 OCCAS 4 RARELY	1 DAILY 2 WEEKLY 3 OCCAS 4 RARELY 5 NO CHGE 6 LESS		WORK PERS BUS RECREATION SCHOOL SOCIAL CH TR MODE SHOP CONV SHOP GOODS SERVE PASS HOME	☐ SUBWAY OR ST CAR ☐ BUS ☐ TRAIN	1 YES 2 NO 3 UNDER AGE		OCC ADD TOWN	IND
2						1 MALE 2 FEMALE		1 DAILY 2 WEEKLY 3 OCCAS 4 RARELY	1 DAILY 2 WEEKLY 3 OCCAS 4 RARELY 5 NO CHGE 6 LESS		WORK PERS BUS RECREATION SCHOOL SOCIAL CH TR MODE SHOP CONV SHOP GOODS SERVE PASS HOME	☐ SUBWAY OR ST CAR ☐ BUS ☐ TRAIN	1 YES 2 NO 3 UNDER AGE		OCC ADD TOWN	IND
3						1 MALE 2 FEMALE		1 DAILY 2 WEEKLY 3 OCCAS 4 RARELY	1 DAILY 2 WEEKLY 3 OCCAS 4 RARELY 5 NO CHGE 6 LESS		WORK PERS BUS RECREATION SCHOOL SOCIAL CH TR MODE SHOP CONV SHOP GOODS SERVE PASS HOME	☐ SUBWAY OR ST CAR ☐ BUS ☐ TRAIN	1 YES 2 NO 3 UNDER AGE		OCC ADD TOWN	IND
4						1 MALE 2 FEMALE		1 DAILY 2 WEEKLY 3 OCCAS 4 RARELY	1 DAILY 2 WEEKLY 3 OCCAS 4 RARELY 5 NO CHGE 6 LESS		WORK PERS BUS RECREATION SCHOOL SOCIAL CH TR MODE SHOP CONV SHOP GOODS SERVE PASS HOME	☐ SUBWAY OR ST CAR ☐ BUS ☐ TRAIN	1 YES 2 NO 3 UNDER AGE		OCC ADD TOWN	IND
5						1 MALE 2 FEMALE		1 DAILY 2 WEEKLY 3 OCCAS 4 RARELY	1 DAILY 2 WEEKLY 3 OCCAS 4 RARELY 5 NO CHGE 6 LESS		WORK PERS BUS RECREATION SCHOOL SOCIAL CH TR MODE SHOP CONV SHOP GOODS SERVE PASS HOME	☐ SUBWAY OR ST CAR ☐ BUS ☐ TRAIN	1 YES 2 NO 3 UNDER AGE		OCC ADD TOWN	IND

III SUPERVISOR'S COMMENTS

PHONE VERIFIED NAME ____ DATE ____
FIELD VERIFIED NAME ____ DATE ____
FINAL APPROVAL NAME ____ DATE ____

Wilbur Smith and Associates BT 663

AGE CODE

0	5-9	5	30-39
1	10-15	6	40-49
2	16-19	7	50-59
3	20-24	8	60-69
4	25-29	9	70 over

B		R	
G		O	
Y		F	

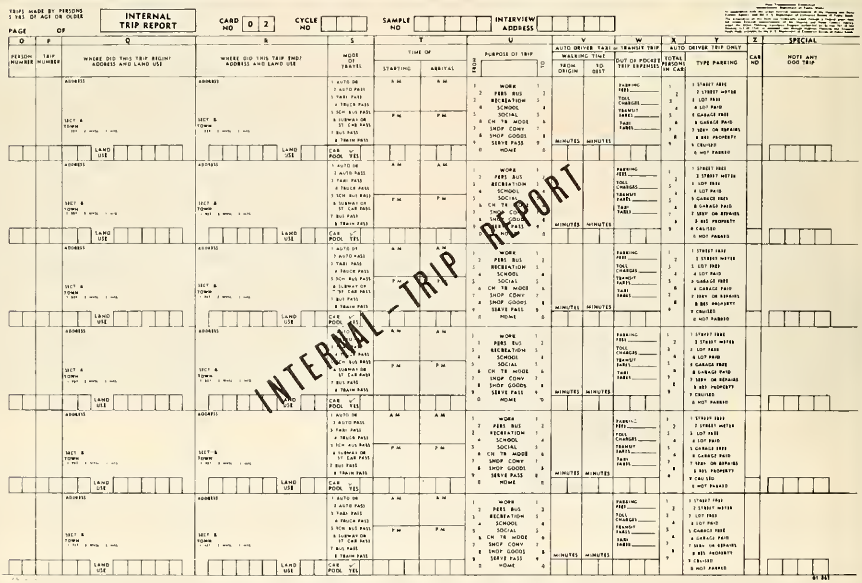
CONT'D

L. TOTAL TRIPS AND AUTO DRIVER TRIPS REPORTED AT THIS DWELLING UNIT? (INCLUDE VISITORS TRIPS)
1 NUMBER OF PERSONS 5 YEARS OF AGE OR OLDER MAKING TRIPS? (DO NOT INCLUDE VISITORS)
2 NUMBER OF PERSONS 5 YEARS OF AGE OR OLDER MAKING NO TRIPS? (DO NOT INCLUDE VISITORS)
3 NUMBER OF PERSONS 5 YEARS OF AGE OR OLDER WITH TRIPS UNKNOWN? (DO NOT INCLUDE VISITORS)

M. TOTAL NUMBER OF WEEKDAY AND WEEKEND OUT-OF-AREA AND LOCAL WEEKEND RECREATIONAL TRIPS?

N. STATUS OF DRIVER'S LICENSES? (CODING ONLY)

DWELLING - UNIT SUMMARY



TRIPS MADE BY PERSONS 5 YRS OF AGE OR OLDER

PAGE ____ OF ____

INTERNAL TRIP REPORT

CARD NO 0 2 CYCLE NO SAMPLE NO INTERVIEW ADDRESS

O	P	Q	R	S	T	T	U	V	V	W	X	Y	Z	SPECIAL
PERSON NUMBER	TRIP NUMBER	WHERE DID THIS TRIP BEGIN? ADDRESS AND LAND USE	WHERE DID THIS TRIP END? ADDRESS AND LAND USE	MODE OF TRAVEL	TIME OF STARTING	TIME OF ARRIVAL	PURPOSE OF TRIP FROM / TO	AUTO DRIVER, TAXI or TRANSIT TRIP WALKING TIME FROM ORIGIN	WALKING TIME TO DEST	OUT OF POCKET TRIP EXPENSES	AUTO DRIVER TRIP ONLY TOTAL PERSONS IN CAR	TYPE PARKING	CAR NO	NOTE ANY ODD TRIP
		ADDRESS SECT & TOWN LAND USE	ADDRESS SECT & TOWN LAND USE	1 AUTO DR 2 AUTO PASS 3 TAXI PASS 4 TRUCK PASS 5 SCH BUS PASS 6 SUBWAY OR ST CAR PASS 7 BUS PASS 8 TRAIN PASS CAR POOL YES	A M P M	A M P M	1 WORK 1 2 PERS BUS 2 3 RECREATION 3 4 SCHOOL 4 5 SOCIAL 5 6 CH TR MODE 6 7 SHOP CONV 7 8 SHOP GOODS 8 9 SERVE PASS 9 0 HOME 0	MINUTES	MINUTES	PARKING FEES ____ TOLL CHARGES ____ TRANSIT FARES ____ TAXI FARES ____	1 2 3 4 5 6 7 8 9	1 STREET FREE 2 STREET METER 3 LOT FREE 4 LOT PAID 5 GARAGE FREE 6 GARAGE PAID 7 SERV OR REPAIRS 8 RES PROPERTY 9 CRUISED 0 NOT PARKED		

BT 861

DWELLING-UNIT INTERVIEW FORM

In addition to the foregoing information, a special trip report, shown in Figure III-3, was used to obtain weekday-weekend out-of-area, and weekend recreational travel, from sample dwelling units.

Further details concerning data collection procedures may be found in the "Home Interview Instruction Manual," prepared for the Boston Regional Planning Project prior to initiation of field work for the dwelling-unit survey.

TRUCK AND TAXI SURVEYS

Travel characteristics of commercial vehicles cannot be satisfactorily obtained from dwelling-unit interviews. Consequently, separate surveys were made of travel by these vehicles.

Sample Design

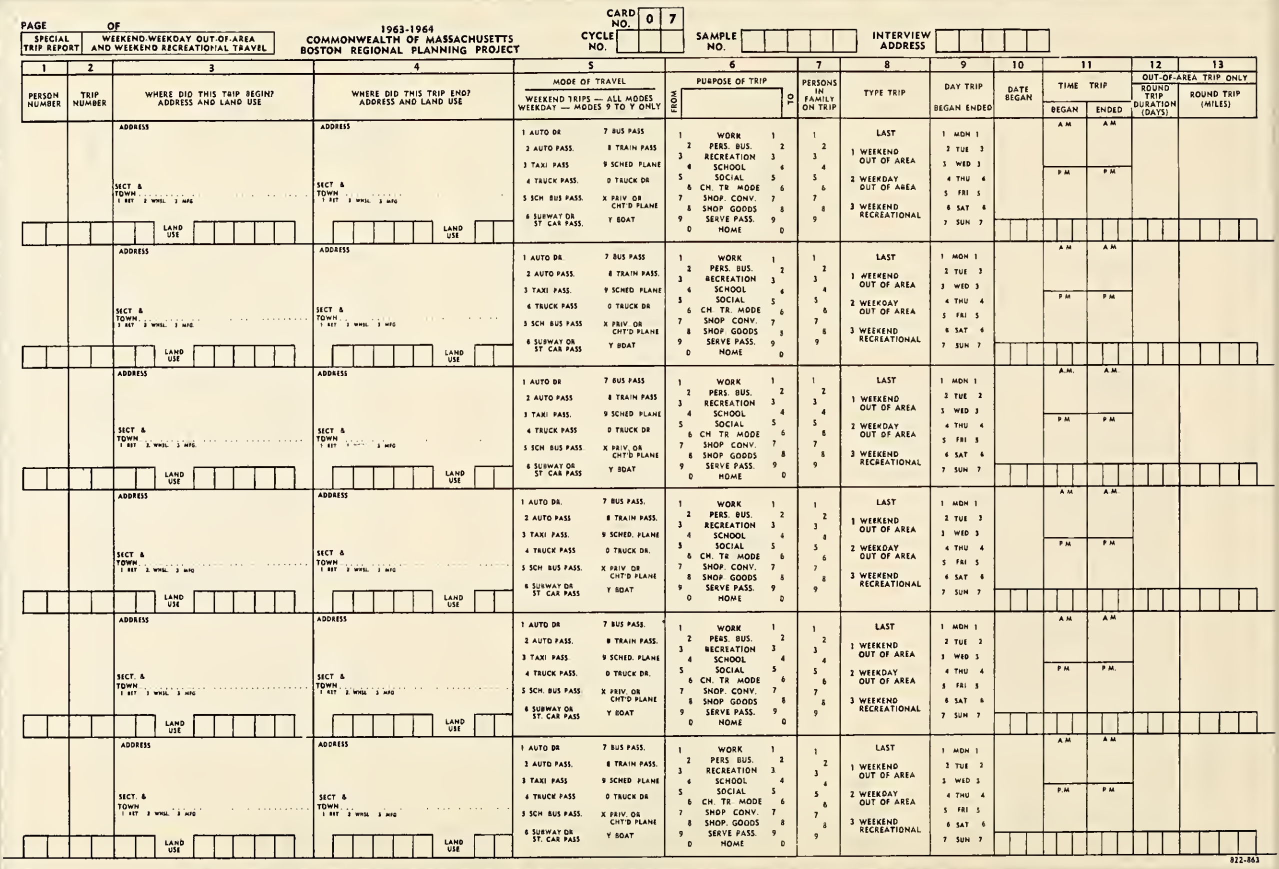
Sample distribution of truck and taxi interviews are given in Tables III-2 and III-3, respectively. In both cases, it was found that a ten per cent sampling ratio would provide good statistical reliability.

Commercial Vehicles - A ten per cent sample of all trucks registered in the study area was selected from records of the Massachusetts Registry of Motor Vehicles. From the 95,000 trucks registered in the Planning Area, 9,497 samples were selected. Travel data were secured from 7,360, or 77.5 per cent of all samples. Of the remaining 2,137, 446 were scrapped, wrecked or being repaired, and 1,691 had been sold, or refused to be interviewed. There were 1,251 of these samples garaged within the City of Boston, 3,578 outside of Boston but within the general area circumscribed by Route 128, and 4,289 were located outside of Route 128.

Municipal, State and Federally owned trucks were also interviewed through 379 samples selected from fleets operated by various governmental jurisdictions within the study area.

Taxis - A complete listing of registered taxis was obtained for each town within the Planning Area. A ten per cent sample was selected and interviews conducted with drivers, or data obtained from daily manifests maintained by taxi companies. At least one sample was selected in each town, even where there were less than ten taxi registrations. This raised the sample to 15 per cent outside of Route 128.

There were 370 taxi samples selected from 3,202 taxi registrations within the Planning Area. Travel data were



PAGE OF

SPECIAL TRIP REPORT | WEEKEND-WEEKDAY OUT-OF-AREA AND WEEKEND RECREATIONAL TRAVEL

1963-1964
COMMONWEALTH OF MASSACHUSETTS
BOSTON REGIONAL PLANNING PROJECT

CARD NO. 0 7
CYCLE NO. ☐☐☐
SAMPLE NO. ☐☐☐☐☐
INTERVIEW ADDRESS ☐☐☐☐☐

1	2	3	4	5	6	7	8	9	10	11		12	13
												OUT-OF-AREA TRIP ONLY	
PERSON NUMBER	TRIP NUMBER	WHERE DID THIS TRIP BEGIN? ADDRESS AND LAND USE	WHERE DID THIS TRIP END? ADDRESS AND LAND USE	MODE OF TRAVEL WEEKEND TRIPS — ALL MODES WEEKDAY — MODES 9 TO Y ONLY	PURPOSE OF TRIP FROM TO	PERSONS IN FAMILY ON TRIP	TYPE TRIP	DAY TRIP BEGAN ENDED	DATE BEGAN	TIME TRIP BEGAN	ENDED	ROUND TRIP DURATION (DAYS)	ROUND TRIP (MILES)
		ADDRESS SECT & TOWN 1 RET 2 WHSL 3 MFG LAND USE	ADDRESS SECT & TOWN 1 RET 2 WHSL 3 MFG LAND USE	1 AUTO DR 2 AUTO PASS. 3 TAXI PASS 4 TRUCK PASS. 5 SCH BUS PASS. 6 SUBWAY OR ST CAR PASS. 7 BUS PASS 8 TRAIN PASS 9 SCHED PLANE 0 TRUCK DR X PRIV OR CHT'D PLANE Y BOAT	1 WORK 1 2 PERS. BUS. 2 3 RECREATION 3 4 SCHOOL 4 5 SOCIAL 5 6 CH. TR MODE 6 7 SHOP. CONV. 7 8 SHOP GOODS 8 9 SERVE PASS. 9 0 HOME 0	1 2 3 4 5 6 7 8 9	LAST 1 WEEKEND OUT OF AREA 2 WEEKDAY OUT OF AREA 3 WEEKEND RECREATIONAL	1 MON 1 2 TUE 2 3 WED 3 4 THU 4 5 FRI 5 6 SAT 6 7 SUN 7		AM PM	AM PM		
		ADDRESS SECT & TOWN 1 RET 2 WHSL 3 MFG LAND USE	ADDRESS SECT & TOWN 1 RET 2 WHSL 3 MFG LAND USE	1 AUTO DR 2 AUTO PASS. 3 TAXI PASS. 4 TRUCK PASS 5 SCH BUS PASS 6 SUBWAY OR ST CAR PASS 7 BUS PASS 8 TRAIN PASS. 9 SCHED PLANE 0 TRUCK DR X PRIV OR CHT'D PLANE Y BOAT	1 WORK 1 2 PERS. BUS. 2 3 RECREATION 3 4 SCHOOL 4 5 SOCIAL 5 6 CH. TR. MODE 6 7 SHOP CONV. 7 8 SHOP GOODS 8 9 SERVE PASS. 9 0 HOME 0	1 2 3 4 5 6 7 8 9	LAST 1 WEEKEND OUT OF AREA 2 WEEKDAY OUT OF AREA 3 WEEKEND RECREATIONAL	1 MON 1 2 TUE 2 3 WED 3 4 THU 4 5 FRI 5 6 SAT 6 7 SUN 7		AM PM	AM PM		
		ADDRESS SECT & TOWN 1 RET 2 WHSL 3 MFG LAND USE	ADDRESS SECT & TOWN 1 RET 3 MFG LAND USE	1 AUTO DR 2 AUTO PASS 3 TAXI PASS. 4 TRUCK PASS 5 SCH BUS PASS 6 SUBWAY OR ST CAR PASS 7 BUS PASS 8 TRAIN PASS 9 SCHED PLANE 0 TRUCK DR X PRIV. OR CHT'D PLANE Y BOAT	1 WORK 1 2 PERS. BUS. 2 3 RECREATION 3 4 SCHOOL 4 5 SOCIAL 5 6 CH TR MODE 6 7 SHOP CONV. 7 8 SHOP GOODS 8 9 SERVE PASS. 9 0 HOME 0	1 2 3 4 5 6 7 8 9	LAST 1 WEEKEND OUT OF AREA 2 WEEKDAY OUT OF AREA 3 WEEKEND RECREATIONAL	1 MON 1 2 TUE 2 3 WED 3 4 THU 4 5 FRI 5 6 SAT 6 7 SUN 7		A.M. PM	AM PM		
		ADDRESS SECT & TOWN 1 RET 2 WHSL 3 MFG LAND USE	ADDRESS SECT & TOWN 1 RET 2 WHSL 3 MFG LAND USE	1 AUTO DR. 2 AUTO PASS 3 TAXI PASS. 4 TRUCK PASS 5 SCH BUS PASS. 6 SUBWAY OR ST CAR PASS 7 BUS PASS. 8 TRAIN PASS. 9 SCHED. PLANE 0 TRUCK DR. X PRIV OR CHT'D PLANE Y BOAT	1 WORK 1 2 PERS. BUS. 2 3 RECREATION 3 4 SCHOOL 4 5 SOCIAL 5 6 CH. TR MODE 6 7 SHOP. CONV. 7 8 SHOP GOODS 8 9 SERVE PASS. 9 0 HOME 0	1 2 3 4 5 6 7 8 9	LAST 1 WEEKEND OUT OF AREA 2 WEEKDAY OUT OF AREA 3 WEEKEND RECREATIONAL	1 MON 1 2 TUE 2 3 WED 3 4 THU 4 5 FRI 5 6 SAT 6 7 SUN 7		AM PM	AM. PM		
		ADDRESS SECT. & TOWN 1 RET 2 WHSL 3 MFG LAND USE	ADDRESS SECT & TOWN 1 RET 2 WHSL 3 MFG LAND USE	1 AUTO DR 2 AUTO PASS. 3 TAXI PASS 4 TRUCK PASS. 5 SCH. BUS PASS 6 SUBWAY OR ST. CAR PASS 7 BUS PASS. 8 TRAIN PASS. 9 SCHED. PLANE 0 TRUCK DR. X PRIV. OR CHT'D PLANE Y BOAT	1 WORK 1 2 PERS. BUS. 2 3 RECREATION 3 4 SCHOOL 4 5 SOCIAL 5 6 CH. TR MODE 6 7 SHOP. CONV. 7 8 SHOP GOODS 8 9 SERVE PASS. 9 0 HOME 0	1 2 3 4 5 6 7 8 9	LAST 1 WEEKEND OUT OF AREA 2 WEEKDAY OUT OF AREA 3 WEEKEND RECREATIONAL	1 MON 1 2 TUE 2 3 WED 3 4 THU 4 5 FRI 5 6 SAT 6 7 SUN 7		AM PM	AM P.M.		
		ADDRESS SECT. & TOWN 1 RET 2 WHSL 3 MFG LAND USE	ADDRESS SECT & TOWN 1 RET 2 WHSL 3 MFG LAND USE	1 AUTO DR 2 AUTO PASS. 3 TAXI PASS 4 TRUCK PASS 5 SCH BUS PASS. 6 SUBWAY OR ST. CAR PASS 7 BUS PASS. 8 TRAIN PASS. 9 SCHED PLANE 0 TRUCK DR X PRIV. OR CHT'D PLANE Y BOAT	1 WORK 1 2 PERS BUS. 2 3 RECREATION 3 4 SCHOOL 4 5 SOCIAL 5 6 CH. TR MODE 6 7 SHOP CONV. 7 8 SHOP. GOODS 8 9 SERVE PASS. 9 0 HOME 0	1 2 3 4 5 6 7 8 9	LAST 1 WEEKEND OUT OF AREA 2 WEEKDAY OUT OF AREA 3 WEEKEND RECREATIONAL	1 MON 1 2 TUE 2 3 WED 3 4 THU 4 5 FRI 5 6 SAT 6 7 SUN 7		AM P.M	AM PM		

822-863

SPECIAL TRIP REPORT-DWELLING-UNIT SURVEY

BOSTON REGIONAL PLANNING PROJECT

FIGURE III-3

Boston Regional Planning Project

Table III-2

DISTRIBUTION OF TRUCK-SURVEY SAMPLES

	PRIVATELY-OWNED TRUCKS					
	Inside Route 128		Outside		TAX-EXEMPT	
DISPOSITION	Boston	Other	Route 128	Subtotal	TRUCKS(1)	TOTAL
Number of Samples						
Completed Interviews	988	2,785	3,289	7,062	298	7,360
Junked, Wrecked, etc.	69	171	188	428	18	446
Sold, Refused, etc.	194	622	812	1,628	63	1,691
Total	1,251	3,578	4,289	9,118	379	9,497
Per Cent						
Completed Interviews	79.0	77.8	76.7	77.5	78.6	77.5
Junked, Wrecked, etc.	5.5	4.6	4.4	4.6	4.8	4.7
Sold, Refused, etc.	15.5	17.6	18.9	17.9	16.6	17.8
Total	100.0	100.0	100.0	100.0	100.0	100.0

---

(1) Consists of Municipal, State and Federally-owned trucks.

Boston Regional Planning Project

Table III-3

DISPOSITION OF TAXI-SURVEY SAMPLES

DISPOSITION	INSIDE ROUTE 128 Boston	INSIDE ROUTE 128 Other	OUTSIDE ROUTE 128	TOTAL
Number of Samples				
Completed Interviews	121	107	114	342
Junked, Wrecked, etc.	4	3	1	8
Sold, Refused, etc.	13	5	2	20
Total	138	115	117	370
Per Cent				
Completed Interviews	87.7	93.0	97.4	92.4
Junked, Wrecked, etc.	2.9	2.6	0.9	2.2
Sold, Refused, etc.	9.4	4.4	1.7	5.4
Total	100.0	100.0	100.0	100.0

obtained from 342, or 92.4 per cent, of these samples. Eight taxis were scrapped, wrecked, or being repaired, and 20 others were sold or refused to be interviewed.

Data Collection

Training, supervision, and control of truck and taxi interview operations were similar to those of the dwelling-unit survey.

Truck interviews were conducted over a period of six months, beginning in November, 1963, and concluded in April, 1964. Taxi interviews were initiated in January, and completed in April, 1964. Both of these surveys were conducted by the same field personnel.

Prior to starting interview operations, formal "advance" letters were mailed to each selected truck and taxi sample, advising that an identified interviewer would soon call. In some cases, discussions were held with management officials of the larger truck and taxi companies, to insure cooperation.

Data Obtained

Copies of truck and taxi interview forms are shown in Figures III-4 and III-5, respectively. Each reflects the operational characteristics of the type of travel being surveyed, i.e., truck or taxi. The left side of these forms provides for administrative control, while the top portion records general information about the vehicle in question. Individual trips are recorded on the remainder of the form. A typical, complete truck interview normally required from two to five pages of trip data. Taxi interviews, on the other hand, frequently involved over a dozen pages each.

Further details concerning data collection procedures of these surveys may be found in the "Truck and Taxi Interview Instruction Manual," provided to the Boston Regional Planning Project prior to initiation of field work on these surveys.

EXTERNAL-CORDON SURVEY

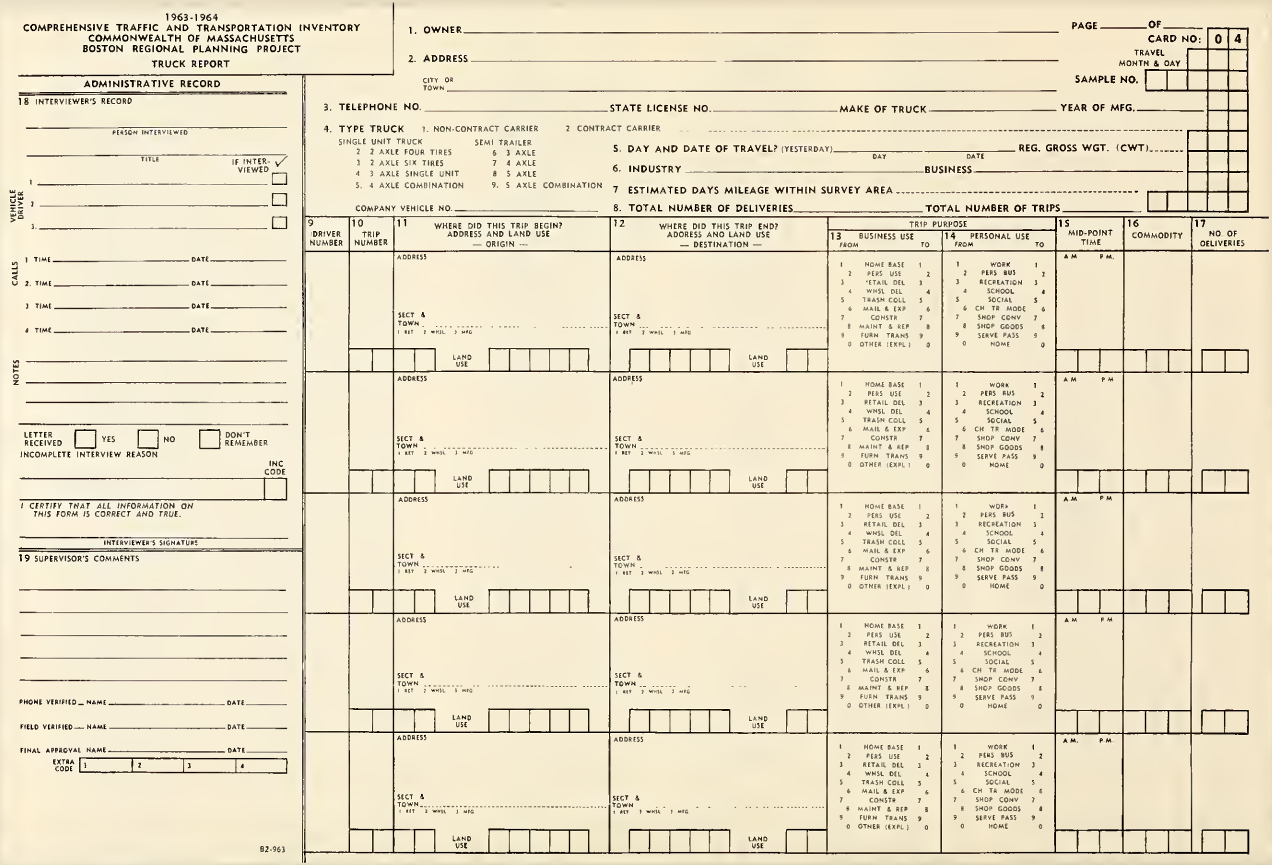
External-cordon interviews were conducted on the perimeter of the Planning Area to supplement data obtained by internal travel-pattern surveys, by obtaining comparable trip data for automobiles, truck, and buses entering or leaving the Planning Area.

A cordon line intercepting all highways entering the Planning Area was established. This cordon, and the location of interview stations, are shown in Figure III-6. Station numbers, location, per cent of interview and other detailed information are listed in the instruction manual for the conduct of this survey, and monthly progress reports. The survey was conducted during the summer of 1963, with most interviews obtained during July and August of that year.

Sample Design

External-cordon interviews were conducted with motorists on 102 of 197 highways crossing the cordon line. Interview stations accounted for 412,000 of estimated 1963 average daily traffic of 426,000 vehicles crossing the entire external cordon -- more than 96 per cent.

Interviews were conducted at 83 locations for 16 hours (6:00 A.M. to 10:00 P.M.) and for 24 hours (6:00 A.M. to 6:00 A.M.) at 19 other stations. Stations were operated for 24 hours whenever total two-way traffic during the night period (10:00 P.M. to 6:00 A.M.) exceeded 500 vehicles. Interviews at all stations were conducted in both travel directions.



1963-1964
COMPREHENSIVE TRAFFIC AND TRANSPORTATION INVENTORY
COMMONWEALTH OF MASSACHUSETTS
BOSTON REGIONAL PLANNING PROJECT
TRUCK REPORT

ADMINISTRATIVE RECORD

18 INTERVIEWER'S RECORD

PERSON INTERVIEWED ____________

TITLE ____________ IF INTER- ✓ VIEWED

VEHICLE DRIVER
1. ____________ ☐
2. ____________ ☐
3. ____________ ☐

CALLS
1 TIME ____________ DATE ____________
2. TIME ____________ DATE ____________
3 TIME ____________ DATE ____________
4 TIME ____________ DATE ____________

NOTES ____________

LETTER RECEIVED ☐ YES ☐ NO ☐ DON'T REMEMBER

INCOMPLETE INTERVIEW REASON ____________ INC CODE ☐

I CERTIFY THAT ALL INFORMATION ON THIS FORM IS CORRECT AND TRUE.

____
INTERVIEWER'S SIGNATURE

19 SUPERVISOR'S COMMENTS ____________

PHONE VERIFIED — NAME ____________ DATE ____________

FIELD VERIFIED — NAME ____________ DATE ____________

FINAL APPROVAL NAME ____________ DATE ____________

EXTRA CODE 1 ____ 2 ____ 3 ____ 4 ____

B2-963

1. OWNER ____________

PAGE ______ OF ______

CARD NO: 0 4

TRAVEL MONTH & DAY ☐☐

2. ADDRESS ____________

CITY OR TOWN ____________

SAMPLE NO. ☐☐☐

3. TELEPHONE NO. ____________ STATE LICENSE NO. ____________ MAKE OF TRUCK ____________ YEAR OF MFG. ____________

4. TYPE TRUCK 1. NON-CONTRACT CARRIER 2 CONTRACT CARRIER

SINGLE UNIT TRUCK	SEMI TRAILER
2 2 AXLE FOUR TIRES	6 3 AXLE
3 2 AXLE SIX TIRES	7 4 AXLE
4 3 AXLE SINGLE UNIT	8 5 AXLE
5. 4 AXLE COMBINATION	9. 5 AXLE COMBINATION

COMPANY VEHICLE NO. ____________

5. DAY AND DATE OF TRAVEL? (YESTERDAY) ____________ DAY ____________ DATE ____________ REG. GROSS WGT. (CWT) ____________

6. INDUSTRY ____________ BUSINESS ____________

7 ESTIMATED DAYS MILEAGE WITHIN SURVEY AREA ____________

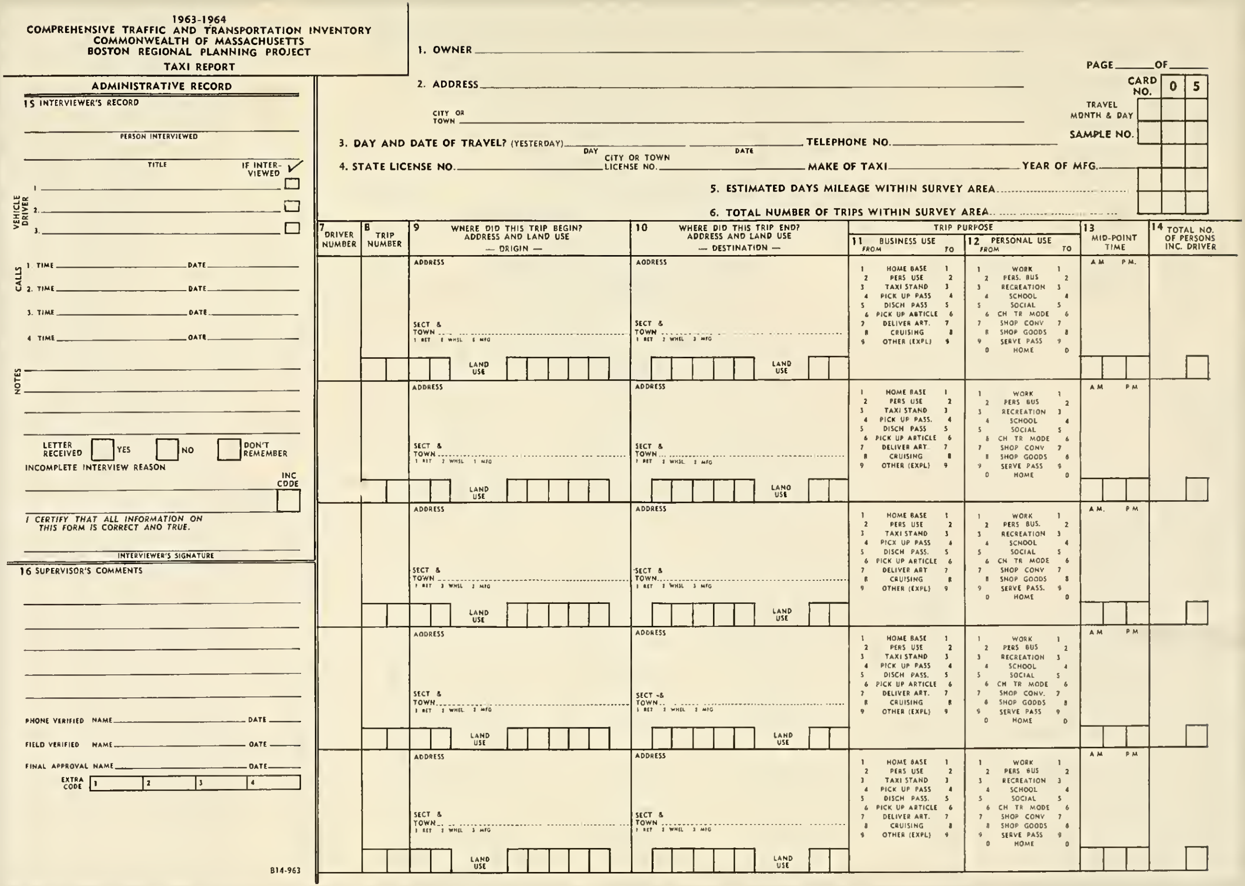
8. TOTAL NUMBER OF DELIVERIES ____________ TOTAL NUMBER OF TRIPS ____________

9 DRIVER NUMBER	10 TRIP NUMBER	11 WHERE DID THIS TRIP BEGIN? ADDRESS AND LAND USE — ORIGIN —	12 WHERE DID THIS TRIP END? ADDRESS AND LAND USE — DESTINATION —	TRIP PURPOSE 13 BUSINESS USE FROM TO	TRIP PURPOSE 14 PERSONAL USE FROM TO	15 MID-POINT TIME	16 COMMODITY	17 NO OF DELIVERIES
		ADDRESS SECT & TOWN 1 RET 2 WHSL 3 MFG LAND USE	ADDRESS SECT & TOWN 1 RET 2 WHSL 3 MFG LAND USE	1 HOME BASE 1 2 PERS USE 2 3 RETAIL DEL 3 4 WHSL DEL 4 5 TRASH COLL 5 6 MAIL & EXP 6 7 CONSTR 7 8 MAINT & REP 8 9 FURN TRANS 9 0 OTHER (EXPL) 0	1 WORK 1 2 PERS BUS 2 3 RECREATION 3 4 SCHOOL 4 5 SOCIAL 5 6 CH TR MODE 6 7 SHOP CONV 7 8 SHOP GOODS 8 9 SERVE PASS 9 0 HOME 0	A M P M		
		ADDRESS SECT & TOWN 1 RET 2 WHSL 3 MFG LAND USE	ADDRESS SECT & TOWN 1 RET 2 WHSL 3 MFG LAND USE	1 HOME BASE 1 2 PERS USE 2 3 RETAIL DEL 3 4 WHSL DEL 4 5 TRASH COLL 5 6 MAIL & EXP 6 7 CONSTR 7 8 MAINT & REP 8 9 FURN TRANS 9 0 OTHER (EXPL) 0	1 WORK 1 2 PERS BUS 2 3 RECREATION 3 4 SCHOOL 4 5 SOCIAL 5 6 CH TR MODE 6 7 SHOP CONV 7 8 SHOP GOODS 8 9 SERVE PASS 9 0 HOME 0	A M P M		
		ADDRESS SECT & TOWN 1 RET 2 WHSL 3 MFG LAND USE	ADDRESS SECT & TOWN 1 RET 2 WHSL 3 MFG LAND USE	1 HOME BASE 1 2 PERS USE 2 3 RETAIL DEL 3 4 WHSL DEL 4 5 TRASH COLL 5 6 MAIL & EXP 6 7 CONSTR 7 8 MAINT & REP 8 9 FURN TRANS 9 0 OTHER (EXPL) 0	1 WORK 1 2 PERS BUS 2 3 RECREATION 3 4 SCHOOL 4 5 SOCIAL 5 6 CH TR MODE 6 7 SHOP CONV 7 8 SHOP GOODS 8 9 SERVE PASS 9 0 HOME 0	A M P M		
		ADDRESS SECT & TOWN 1 RET 2 WHSL 3 MFG LAND USE	ADDRESS SECT & TOWN 1 RET 2 WHSL 3 MFG LAND USE	1 HOME BASE 1 2 PERS USE 2 3 RETAIL DEL 3 4 WHSL DEL 4 5 TRASH COLL 5 6 MAIL & EXP 6 7 CONSTR 7 8 MAINT & REP 8 9 FURN TRANS 9 0 OTHER (EXPL) 0	1 WORK 1 2 PERS BUS 2 3 RECREATION 3 4 SCHOOL 4 5 SOCIAL 5 6 CH TR MODE 6 7 SHOP CONV 7 8 SHOP GOODS 8 9 SERVE PASS 9 0 HOME 0	A M P M		
		ADDRESS SECT & TOWN 1 RET 2 WHSL 3 MFG LAND USE	ADDRESS SECT & TOWN 1 RET 2 WHSL 3 MFG LAND USE	1 HOME BASE 1 2 PERS USE 2 3 RETAIL DEL 3 4 WHSL DEL 4 5 TRASH COLL 5 6 MAIL & EXP 6 7 CONSTR 7 8 MAINT & REP 8 9 FURN TRANS 9 0 OTHER (EXPL) 0	1 WORK 1 2 PERS BUS 2 3 RECREATION 3 4 SCHOOL 4 5 SOCIAL 5 6 CH TR MODE 6 7 SHOP CONV 7 8 SHOP GOODS 8 9 SERVE PASS 9 0 HOME 0	A M. P M.		

TRUCK INTERVIEW FORM

BOSTON REGIONAL PLANNING PROJECT

FIGURE III-4



1963-1964
COMPREHENSIVE TRAFFIC AND TRANSPORTATION INVENTORY
COMMONWEALTH OF MASSACHUSETTS
BOSTON REGIONAL PLANNING PROJECT
TAXI REPORT

ADMINISTRATIVE RECORD

15 INTERVIEWER'S RECORD

PERSON INTERVIEWED

TITLE — IF INTER-VIEWED ✓

VEHICLE DRIVER
1. ☐
2. ☐
3. ☐

CALLS
1 TIME ______ DATE ______
2. TIME ______ DATE ______
3. TIME ______ DATE ______
4 TIME ______ DATE ______

NOTES

LETTER RECEIVED ☐ YES ☐ NO ☐ DON'T REMEMBER

INCOMPLETE INTERVIEW REASON — INC CODE ☐

I CERTIFY THAT ALL INFORMATION ON THIS FORM IS CORRECT AND TRUE.

INTERVIEWER'S SIGNATURE

16 SUPERVISOR'S COMMENTS

PHONE VERIFIED NAME ______ DATE ______
FIELD VERIFIED NAME ______ DATE ______
FINAL APPROVAL NAME ______ DATE ______
EXTRA CODE 1 | 2 | 3 | 4

B14-963

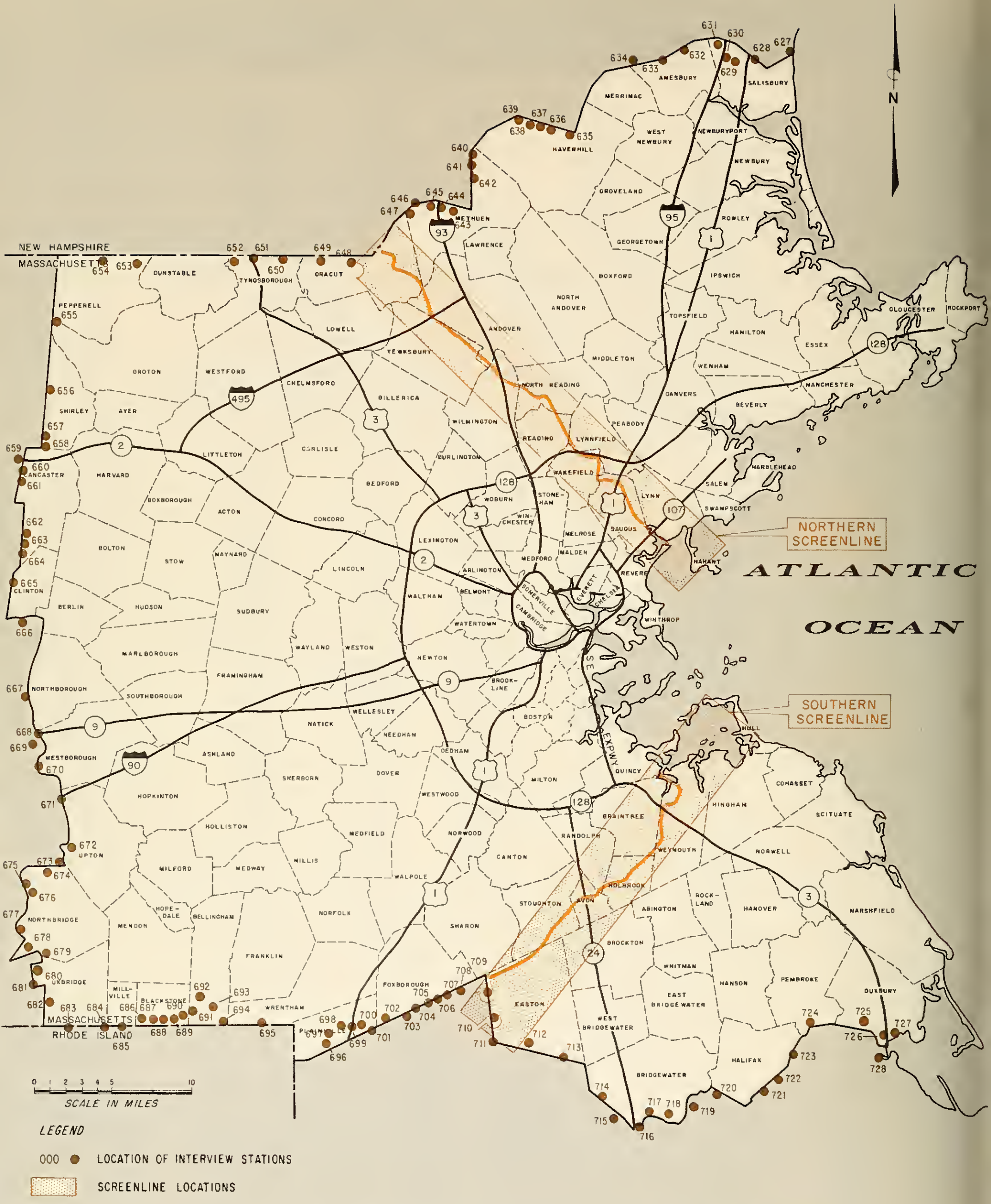
1. OWNER ______
2. ADDRESS ______
CITY OR TOWN ______
3. DAY AND DATE OF TRAVEL? (YESTERDAY) ______ DAY ______ DATE ______ TELEPHONE NO. ______
4. STATE LICENSE NO. ______ CITY OR TOWN LICENSE NO. ______ MAKE OF TAXI ______ YEAR OF MFG. ______
5. ESTIMATED DAYS MILEAGE WITHIN SURVEY AREA ______
6. TOTAL NUMBER OF TRIPS WITHIN SURVEY AREA ______

PAGE ____ OF ____
CARD NO. 0 5
TRAVEL MONTH & DAY
SAMPLE NO.

7 DRIVER NUMBER	8 TRIP NUMBER	9 WHERE DID THIS TRIP BEGIN? ADDRESS AND LAND USE — ORIGIN —	10 WHERE DID THIS TRIP END? ADDRESS AND LAND USE — DESTINATION —	TRIP PURPOSE: 11 BUSINESS USE FROM TO	TRIP PURPOSE: 12 PERSONAL USE FROM TO	13 MID-POINT TIME	14 TOTAL NO. OF PERSONS INC. DRIVER
		ADDRESS SECT & TOWN 1 RET 2 WHSL 3 MFG LAND USE	ADDRESS SECT & TOWN 1 RET 2 WHEL 3 MFG LAND USE	1 HOME BASE 1 2 PERS USE 2 3 TAXI STAND 3 4 PICK UP PASS 4 5 DISCH PASS 5 6 PICK UP ARTICLE 6 7 DELIVER ART. 7 8 CRUISING 8 9 OTHER (EXPL) 9	1 WORK 1 2 PERS. BUS 2 3 RECREATION 3 4 SCHOOL 4 5 SOCIAL 5 6 CH TR MODE 6 7 SHOP CONV 7 8 SHOP GOODS 8 9 SERVE PASS 9 0 HOME 0	A M P.M.	
		ADDRESS SECT & TOWN 1 RET 2 WHSL 3 MFG LAND USE	ADDRESS SECT & TOWN 1 RET 2 WHSL 3 MFG LAND USE	1 HOME BASE 1 2 PERS USE 2 3 TAXI STAND 3 4 PICK UP PASS. 4 5 DISCH PASS 5 6 PICK UP ARTICLE 6 7 DELIVER ART 7 8 CRUISING 8 9 OTHER (EXPL) 9	1 WORK 1 2 PERS BUS 2 3 RECREATION 3 4 SCHOOL 4 5 SOCIAL 5 6 CH TR MODE 6 7 SHOP CONV 7 8 SHOP GOODS 8 9 SERVE PASS 9 0 HOME 0	A M P M	
		ADDRESS SECT & TOWN 1 RET 2 WHSL 3 MFG LAND USE	ADDRESS SECT & TOWN 1 RET 2 WHSL 3 MFG LAND USE	1 HOME BASE 1 2 PERS USE 2 3 TAXI STAND 3 4 PICK UP PASS 4 5 DISCH PASS. 5 6 PICK UP ARTICLE 6 7 DELIVER ART 7 8 CRUISING 8 9 OTHER (EXPL) 9	1 WORK 1 2 PERS BUS. 2 3 RECREATION 3 4 SCHOOL 4 5 SOCIAL 5 6 CH TR MODE 6 7 SHOP CONV 7 8 SHOP GOODS 8 9 SERVE PASS. 9 0 HOME 0	A M. P M	
		ADDRESS SECT & TOWN 1 RET 2 WHEL 3 MFG LAND USE	ADDRESS SECT -& TOWN 1 RET 2 WHEL 3 MFG LAND USE	1 HOME BASE 1 2 PERS USE 2 3 TAXI STAND 3 4 PICK UP PASS 4 5 DISCH PASS. 5 6 PICK UP ARTICLE 6 7 DELIVER ART. 7 8 CRUISING 8 9 OTHER (EXPL) 9	1 WORK 1 2 PERS BUS 2 3 RECREATION 3 4 SCHOOL 4 5 SOCIAL 5 6 CH TR MODE 6 7 SHOP CONV. 7 8 SHOP GOODS 8 9 SERVE PASS 9 0 HOME 0	A M P M	
		ADDRESS SECT & TOWN 1 RET 2 WHEL 3 MFG LAND USE	ADDRESS SECT & TOWN 1 RET 2 WHEL 3 MFG LAND USE	1 HOME BASE 1 2 PERS USE 2 3 TAXI STAND 3 4 PICK UP PASS 4 5 DISCH PASS. 5 6 PICK UP ARTICLE 6 7 DELIVER ART. 7 8 CRUISING 8 9 OTHER (EXPL) 9	1 WORK 1 2 PERS BUS 2 3 RECREATION 3 4 SCHOOL 4 5 SOCIAL 5 6 CH TR MODE 6 7 SHOP CONV 7 8 SHOP GOODS 8 9 SERVE PASS 9 0 HOME 0	A M P M	

TAXI INTERVIEW FORM

FIGURE III-5



LOCATION OF EXTERNAL-CORDON INTERVIEW STATIONS

Wilbur Smith and Associates

BOSTON REGIONAL PLANNING PROJECT

FIGURE III-6

Manual classification counts were conducted for 24-hour periods at all interview stations, which were supplemented by machine traffic counts, usually varying from five to 15-days' duration. At high-volume stations, machine traffic counts of substantially longer duration were obtained. Manual and machine traffic counts were used to adjust interview samples to 1963 average summer daily traffic levels by vehicle class, for each station.

The study was designed to obtain a minimum sample of 25 per cent of all traffic passing during peak hours at each location. By proper scheduling, consistent samples were maintained during all periods of the day. In consequence, average sample ratios during both peak and off-peak hours approximated 40 per cent.

Data Collection

External-cordon interviews were obtained at specially-equipped roadside stations, strategically located at or near boundaries of the Planning Area, so as to minimize interference with traffic flow, maintain high safety standards, and insure adequate survey coverage and control.

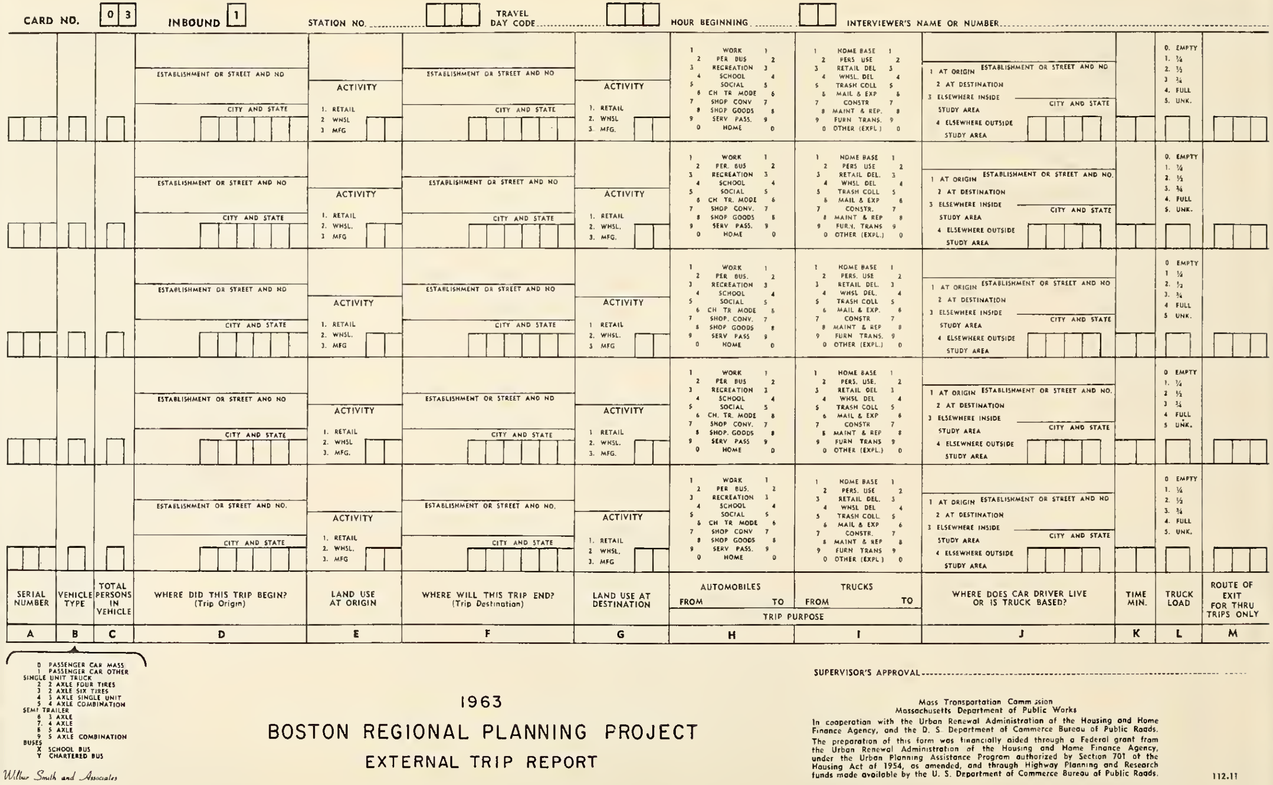
Survey workers received training in interviewing techniques and mandatory safety practices. Personnel assignments at individual stations varied considerably, being based upon relative traffic volumes previously determined. In most cases, assistance was obtained from local police.

Operations were conducted only during periods of good weather. The hours during which scheduled operations were suspended, due to rain, equipment failure, or other reasons, were rescheduled for a comparable later date. During hours of darkness, operations were protected by electric lights (powered by portable generators), battery-powered flashers, and other suitable warning devices.

Special problems were encountered on the Massachusetts Turnpike. On this route, interviews were obtained at the easterly terminal interchange at Weston, and at Interchanges 12 and 13, in Framingham and Natick, respectively. Time adjustments were made and local traffic deleted, to obtain a realistic measurement of Turnpike users actually crossing the external cordon.

Data Obtained

The information obtained at roadside stations on the external cordon was recorded on the form shown as Figure III-7.



CARD NO. 0 3 INBOUND 1 STATION NO. .... TRAVEL DAY CODE .... HOUR BEGINNING .... INTERVIEWER'S NAME OR NUMBER........

			ESTABLISHMENT OR STREET AND NO CITY AND STATE	ACTIVITY 1. RETAIL 2. WHSL 3. MFG	ESTABLISHMENT OR STREET AND NO CITY AND STATE	ACTIVITY 1. RETAIL 2. WHSL 3. MFG	1 WORK 1 2 PER BUS 2 3 RECREATION 3 4 SCHOOL 4 5 SOCIAL 5 6 CH TR MODE 6 7 SHOP CONV 7 8 SHOP GOODS 8 9 SERV PASS. 9 0 HOME 0	1 HOME BASE 1 2 PERS USE 2 3 RETAIL DEL 3 4 WHSL. DEL 4 5 TRASH COLL 5 6 MAIL & EXP 6 7 CONSTR 7 8 MAINT & REP. 8 9 FURN TRANS. 9 0 OTHER (EXPL.) 0	1 AT ORIGIN 2 AT DESTINATION 3 ELSEWHERE INSIDE STUDY AREA 4 ELSEWHERE OUTSIDE STUDY AREA ESTABLISHMENT OR STREET AND NO CITY AND STATE		0. EMPTY 1. ¼ 2. ½ 3. ¾ 4. FULL 5. UNK.	
			ESTABLISHMENT OR STREET AND NO CITY AND STATE	ACTIVITY 1. RETAIL 2. WHSL 3. MFG	ESTABLISHMENT OR STREET AND NO CITY AND STATE	ACTIVITY 1. RETAIL 2. WHSL 3. MFG	1 WORK 1 2 PER BUS 2 3 RECREATION 3 4 SCHOOL 4 5 SOCIAL 5 6 CH TR MODE 6 7 SHOP CONV 7 8 SHOP GOODS 8 9 SERV PASS. 9 0 HOME 0	1 HOME BASE 1 2 PERS USE 2 3 RETAIL DEL 3 4 WHSL. DEL 4 5 TRASH COLL 5 6 MAIL & EXP 6 7 CONSTR 7 8 MAINT & REP. 8 9 FURN TRANS. 9 0 OTHER (EXPL.) 0	1 AT ORIGIN 2 AT DESTINATION 3 ELSEWHERE INSIDE STUDY AREA 4 ELSEWHERE OUTSIDE STUDY AREA ESTABLISHMENT OR STREET AND NO CITY AND STATE		0. EMPTY 1. ¼ 2. ½ 3. ¾ 4. FULL 5. UNK.	
			ESTABLISHMENT OR STREET AND NO CITY AND STATE	ACTIVITY 1. RETAIL 2. WHSL 3. MFG	ESTABLISHMENT OR STREET AND NO CITY AND STATE	ACTIVITY 1. RETAIL 2. WHSL 3. MFG	1 WORK 1 2 PER BUS 2 3 RECREATION 3 4 SCHOOL 4 5 SOCIAL 5 6 CH TR MODE 6 7 SHOP CONV 7 8 SHOP GOODS 8 9 SERV PASS. 9 0 HOME 0	1 HOME BASE 1 2 PERS USE 2 3 RETAIL DEL 3 4 WHSL. DEL 4 5 TRASH COLL 5 6 MAIL & EXP 6 7 CONSTR 7 8 MAINT & REP. 8 9 FURN TRANS. 9 0 OTHER (EXPL.) 0	1 AT ORIGIN 2 AT DESTINATION 3 ELSEWHERE INSIDE STUDY AREA 4 ELSEWHERE OUTSIDE STUDY AREA ESTABLISHMENT OR STREET AND NO CITY AND STATE		0. EMPTY 1. ¼ 2. ½ 3. ¾ 4. FULL 5. UNK.	
			ESTABLISHMENT OR STREET AND NO CITY AND STATE	ACTIVITY 1. RETAIL 2. WHSL 3. MFG	ESTABLISHMENT OR STREET AND NO CITY AND STATE	ACTIVITY 1. RETAIL 2. WHSL 3. MFG	1 WORK 1 2 PER BUS 2 3 RECREATION 3 4 SCHOOL 4 5 SOCIAL 5 6 CH TR MODE 6 7 SHOP CONV 7 8 SHOP GOODS 8 9 SERV PASS. 9 0 HOME 0	1 HOME BASE 1 2 PERS USE 2 3 RETAIL DEL 3 4 WHSL. DEL 4 5 TRASH COLL 5 6 MAIL & EXP 6 7 CONSTR 7 8 MAINT & REP. 8 9 FURN TRANS. 9 0 OTHER (EXPL.) 0	1 AT ORIGIN 2 AT DESTINATION 3 ELSEWHERE INSIDE STUDY AREA 4 ELSEWHERE OUTSIDE STUDY AREA ESTABLISHMENT OR STREET AND NO CITY AND STATE		0. EMPTY 1. ¼ 2. ½ 3. ¾ 4. FULL 5. UNK.	
			ESTABLISHMENT OR STREET AND NO. CITY AND STATE	ACTIVITY 1. RETAIL 2. WHSL. 3. MFG	ESTABLISHMENT OR STREET AND NO. CITY AND STATE	ACTIVITY 1. RETAIL 2. WHSL. 3. MFG	1 WORK 1 2 PER BUS. 2 3 RECREATION 3 4 SCHOOL 4 5 SOCIAL 5 6 CH TR MODE 6 7 SHOP CONV 7 8 SHOP GOODS 8 9 SERV PASS. 9 0 HOME 0	1 HOME BASE 1 2 PERS. USE 2 3 RETAIL DEL. 3 4 WHSL DEL 4 5 TRASH COLL. 5 6 MAIL & EXP 6 7 CONSTR. 7 8 MAINT & REP 8 9 FURN TRANS 9 0 OTHER (EXPL.) 0	1 AT ORIGIN 2 AT DESTINATION 3 ELSEWHERE INSIDE STUDY AREA 4 ELSEWHERE OUTSIDE STUDY AREA ESTABLISHMENT OR STREET AND NO CITY AND STATE		0. EMPTY 1. ¼ 2. ½ 3. ¾ 4. FULL 5. UNK.	
SERIAL NUMBER	VEHICLE TYPE	TOTAL PERSONS IN VEHICLE	WHERE DID THIS TRIP BEGIN? (Trip Origin)	LAND USE AT ORIGIN	WHERE WILL THIS TRIP END? (Trip Destination)	LAND USE AT DESTINATION	TRIP PURPOSE AUTOMOBILES FROM TO	TRIP PURPOSE TRUCKS FROM TO	WHERE DOES CAR DRIVER LIVE OR IS TRUCK BASED?	TIME MIN.	TRUCK LOAD	ROUTE OF EXIT FOR THRU TRIPS ONLY
A	B	C	D	E	F	G	H	I	J	K	L	M

0 PASSENGER CAR MASS
1 PASSENGER CAR OTHER
SINGLE UNIT TRUCK
2 2 AXLE FOUR TIRES
3 2 AXLE SIX TIRES
4 3 AXLE SINGLE UNIT
5 4 AXLE COMBINATION
SEMI TRAILER
6 3 AXLE
7. 4 AXLE
8 5 AXLE
9 5 AXLE COMBINATION
BUSES
X SCHOOL BUS
Y CHARTERED BUS

Wilbur Smith and Associates

1963

BOSTON REGIONAL PLANNING PROJECT

EXTERNAL TRIP REPORT

SUPERVISOR'S APPROVAL........

Mass Transportation Commission
Massachusetts Department of Public Works

In cooperation with the Urban Renewal Administration of the Housing and Home Finance Agency, and the U. S. Department of Commerce Bureau of Public Roads.

The preparation of this form was financially aided through a Federal grant from the Urban Renewal Administration of the Housing and Home Finance Agency, under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended, and through Highway Planning and Research funds made available by the U. S. Department of Commerce Bureau of Public Roads.

112.11

EXTERNAL-CORDON INTERVIEW FORM

FIGURE III-7

Separate forms were used for inbound and outbound travel directions. Completed forms were gathered and recorded on an hourly basis, to coincide with manual and machine traffic count data used to expand survey results.

TRANSIT POSTCARD SURVEY

Detailed mass-transit riding characteristics within the Planning Area were obtained by interviewing riders of various transit vehicles, through a post card survey technique.(2) Passengers were handed interview cards as they boarded transit vehicles. Sample size varied according to type vehicle (commuter railway, bus, streetcar, or rapid transit) and heavy or light volume routes. Subway operations presented special problems, and interview cards were handed out at stations, rather than on vehicles.

Sample Design

Unlike other travel-pattern surveys, there could be no prior estimate of response. For this reason, it was necessary to distribute as many questionnaires as possible, to assure adequate sample sizes. As shown in Table III-4, questionnaire cards were issued to over 83 per cent of 322,100 boarding passengers; returned questionnaires equaled nearly 47 per cent of boarding passengers. The highest return, 82 per cent, was on commuter railroads; the lowest, 25 per cent, was on rapid transit.

Data Collection

Survey workers rode transit vehicles, passing out questionnaires and pencils to boarding passengers, and answering their questions. The survey was designed to record inbound transit trips (toward city cores), and was conducted for 12 to 14 consecutive hours beginning at approximately 6:00 A.M.

Because of the "inbound" design of this survey, no questionnaires were distributed at MTA subway stations in Downtown Boston, as these locations were generally considered to be destinations for inbound transit trips.(3) Nevertheless, some

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(2) See: Coding Manual Transit Postcard Survey Volume 1 of 2 Wilbur Smith and Associates, 1963-64; Final Progress Report, Transit Origin and Destination Survey, Wilbur Smith and Associates, August, 1963.

(3) The following subway stations were not included in transit-questionnaire distribution: Union-Friend, State, Milk, Summer, Winter, Boylston, Essex, Bowdoin, Haymarket, Government Center, Park Street, Boylston (surface prepayment), and Arlington.

Boston Regional Planning Project

Table III-4

TRANSIT SURVEY RESPONSE

TYPE OF SERVICE	BOARDING PASSENGERS	CARD DISTRIBUTION		SURVEY RETURNS	
		Passengers (000's)	Per Cent	Cards (000's)	Per Cent
Commuter Railroads	18.9	16.4	86.8	13.4	81.7
Buses(1)	110.4	100.7	91.2	61.2	60.7
Rapid Transit(2)	192.8	151.4	78.5	37.3	24.6
Total	322.1	268.5	83.4	111.9	41.6

---

(1) Metropolitan Transit Authority, Eastern Massachusetts Street Railway Company, and other suburban bus companies.
(2) Rapid Transit, streetcars and subway-streetcars.

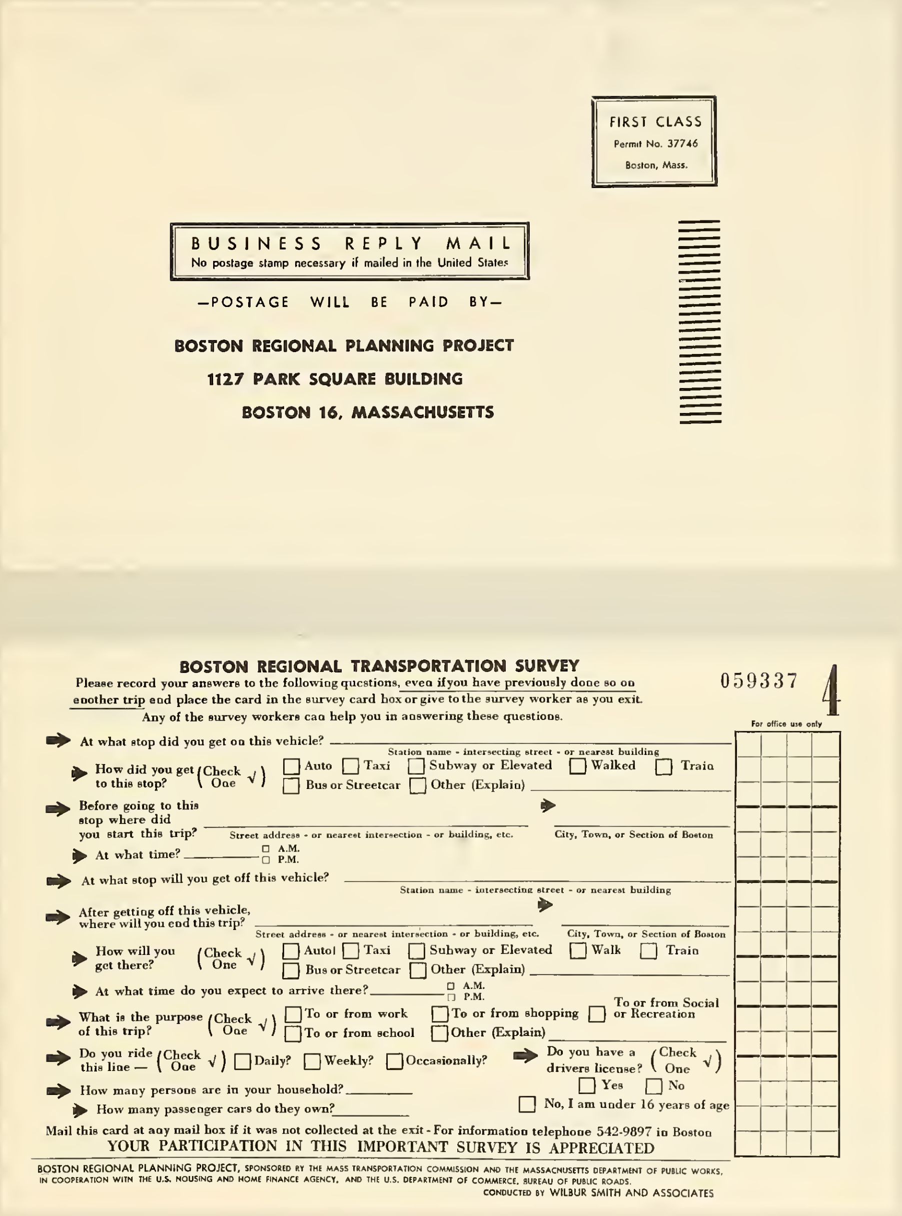
unavoidable duplication exists. Passengers traveling through core areas were interviewed in both directions, inasmuch as each direction was "inbound" to the core area.

Starting in December, 1962, the transit-postcard survey was conducted prior to mass-transportation demonstrations conducted in the Spring of 1963. These demonstrations, affecting fares and service frequency, temporarily disrupted normal transit travel patterns.

Data Obtained

Five, slightly different, questionnaire post cards were used in the transit survey, each designed to fit requirements of various types of transit. A typical questionnaire is shown in Figure III-8. Nearly all questions could be answered by merely checking an appropriate square, or writing a number.

Questionnaires could be mailed to the central office without cost to the respondent. However, provisions were made to collect most questionnaires before passengers left transit vehicles.



FIRST CLASS
Permit No. 37746
Boston, Mass.

BUSINESS REPLY MAIL
No postage stamp necessary if mailed in the United States

—POSTAGE WILL BE PAID BY—

BOSTON REGIONAL PLANNING PROJECT
1127 PARK SQUARE BUILDING
BOSTON 16, MASSACHUSETTS

BOSTON REGIONAL TRANSPORTATION SURVEY

059337 4

Please record your answers to the following questions, even if you have previously done so on another trip and place the card in the survey card box or give to the survey worker as you exit. Any of the survey workers can help you in answering these questions.

For office use only

➡ At what stop did you get on this vehicle? ______________________
Station name - intersecting street - or nearest building

➡ How did you get to this stop? (Check One √) ☐ Auto ☐ Taxi ☐ Subway or Elevated ☐ Walked ☐ Train ☐ Bus or Streetcar ☐ Other (Explain) ______________

➡ Before going to this stop where did you start this trip? ______________________ ➡ ______________
Street address - or nearest intersection - or building, etc. | City, Town, or Section of Boston

➡ At what time? __________ ☐ A.M. ☐ P.M.

➡ At what stop will you get off this vehicle? ______________________
Station name - intersecting street - or nearest building

➡ After getting off this vehicle, where will you end this trip? ______________________ ➡ ______________
Street address - or nearest intersection - or building, etc. | City, Town, or Section of Boston

➡ How will you get there? (Check One √) ☐ Auto ☐ Taxi ☐ Subway or Elevated ☐ Walk ☐ Train ☐ Bus or Streetcar ☐ Other (Explain) ______________

➡ At what time do you expect to arrive there? __________ ☐ A.M. ☐ P.M.

➡ What is the purpose of this trip? (Check One √) ☐ To or from work ☐ To or from shopping ☐ To or from Social or Recreation ☐ To or from school ☐ Other (Explain) ______________

➡ Do you ride this line — (Check One √) ☐ Daily? ☐ Weekly? ☐ Occasionally?

➡ Do you have a drivers license? (Check One √) ☐ Yes ☐ No ☐ No, I am under 16 years of age

➡ How many persons are in your household? __________

➡ How many passenger cars do they own? __________

Mail this card at any mail box if it was not collected at the exit - For information telephone 542-9897 in Boston

YOUR PARTICIPATION IN THIS IMPORTANT SURVEY IS APPRECIATED

BOSTON REGIONAL PLANNING PROJECT, SPONSORED BY THE MASS TRANSPORTATION COMMISSION AND THE MASSACHUSETTS DEPARTMENT OF PUBLIC WORKS, IN COOPERATION WITH THE U.S. HOUSING AND HOME FINANCE AGENCY, AND THE U.S. DEPARTMENT OF COMMERCE, BUREAU OF PUBLIC ROADS.
CONDUCTED BY WILBUR SMITH AND ASSOCIATES

TYPICAL TRANSIT POSTCARD INTERVIEW FORM

FIGURE III-8

As previously indicated, about 112,000 postcards were returned -- almost 42 per cent of all postcards distributed. However, many returns had to be discarded, due to being too incomplete. A codable origin, destination, and station on and off, determined whether an individual questionnaire was acceptable. Over 88,000 postcard returns met minimum requirements and provided the basis for survey results.

Appendix IV

TECHNICAL NOTES ON DATA PROCESSING AND ACCURACY CHECKS

The vast amount of materials obtained by inventories of the basic highway system, trip making, and travel characteristics, were numerically coded and keypunched onto cards. The cards were then processed through contingency checks, to reject unallowable code numbers. Rejected cards were corrected and all information transferred to computer tapes. The survey information, now on computer tapes, was then factored or expanded to represent typical daily travel.

Trip-volume data pertaining to motor-vehicle usage within and to and from the Planning Area were then compared with actual vehicle ground counts at carefully-selected screenlines, to establish over-all survey reliability.

The following technical notes describe the methods and procedures used to process field data into reliable, coded information, suitable for subsequent analysis.

Preparation of Coding Manuals

To facilitate efficient coding of the voluminous information obtained from travel pattern surveys and inventory studies, and thereby assure a high degree of coding accuracy, three extensive manuals were prepared. One detailed step-by-step coding procedures required for the dwelling-unit, truck, taxi, and external-cordon surveys. Another, in two volumes, discussed coding, checking, and factoring procedures for the transit postcard survey, as well as a description of tabulations prepared for various transit modes. The third coding manual described the extent, methodology, and coding procedures for highway and public transportation inventory phases of the study.

Zoning Criteria

Traffic zones were established by using basic guides developed by the U. S. Bureau of Public Roads' "Manual of Procedures for Home Interview Traffic Study." In establishing zone boundaries, consideration was given to zones used in earlier studies within the region. In addition, the advice of local planners and consultants was obtained for the selection of appropriate traffic zone boundaries. Important zone determinants were as follows:

1. Land Use
2. Population
3. Political jurisdiction
4. Location of cordon and screenlines
5. Census tracts
6. Existing and proposed freeway systems
7. Trip generation potential
8. Central business district boundaries
9. Zone size and shape

In delineating zones, the following criteria served as guiding objectives:

Shape and Size - Districts and traffic zones should be compact in shape, either nearly square or circular, and of nearly uniform diameter in terms of driving time. Generally, small zones are developed near urban-area centers, increasing in size toward the periphery.

Zones should be delineated so that the densest uses within them are located at their centers. Low-intensity generators, such as cemeteries or vacant land, should be grouped at the edges or at one side. If large enough, they should be made separate zones.

Homogeneity - Wherever possible, zones should be delineated to include homogeneous land uses. Thus, if one half of a zone were high-density residential and the other half were industrial, it would be better to make two zones, even though they may be smaller than those surrounding them. Movement centroids should be as near to geometrical centers as possible and should be representative of land use.

Where possible, zones should conform to neighborhoods or planning-analysis sectors, especially in residential areas. Where such areas do not conform to zone-size requirements, these should be combined or subdivided. Where subdivided, an analysis area should not fall into more than two subzones, so that statistical characteristics can be readily allocated.

Major Streets - Expressways, principal arterials, and other major streets should be recognized as zone boundaries wherever possible, to simplify trip assignment procedures. Major arteries are also frequently the division between neighborhoods or areas of separate land use. Zone boundaries may be drawn along the rear line of properties abutting a street rather than the center line of the street.

Internal Zones

The Planning Area was subdivided into 626 traffic zones. Zone boundaries are shown in Figures IV-1, IV-2, and IV-3. There are 28 sparsely populated towns represented by only one traffic zone each, while 124 towns are divided into two or more traffic zones. Average zone size for the region approximates 3.5 square miles; this large average size results from broader zoning of rural areas beyond existing urbanization limits.

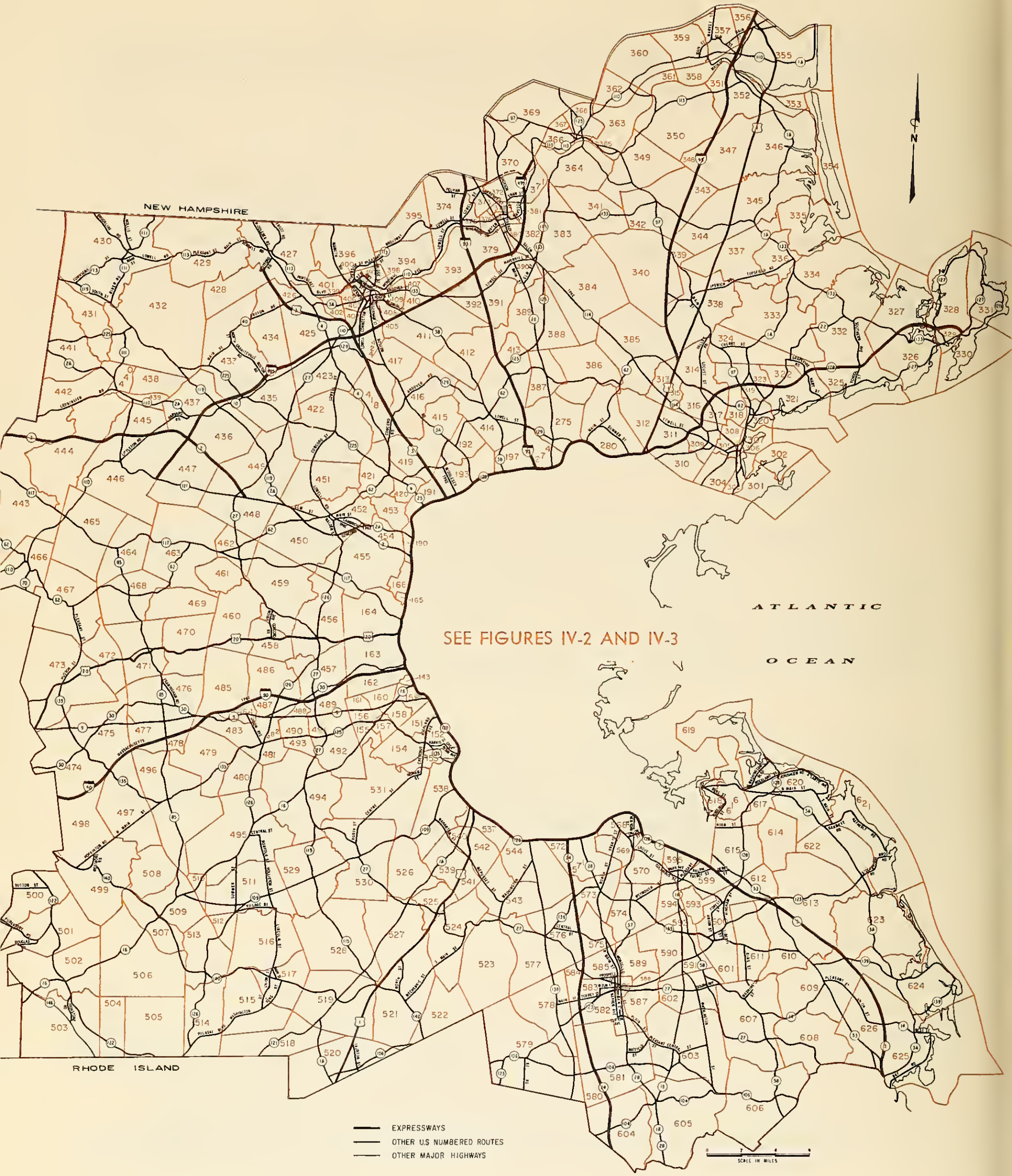
After zones were established, almost 2,000 sub-zones were created to permit finer definition of origins and destinations. Sub-zoning was accomplished by plotting earlier zone boundaries, current census tracts, and land uses, so that these areas could be interrelated in any desired manner for special studies.

Internal traffic sub-zones required five digits for identification; the first three digits indicate the traffic zone, while the last two digits designate the sub-zone. Zone numbers generally increase with distance from the center of Boston, clockwise inside Route 128, and counter-clockwise outside Route 128. A sequential numbering system was adopted to facilitate subsequent data contingency checks.

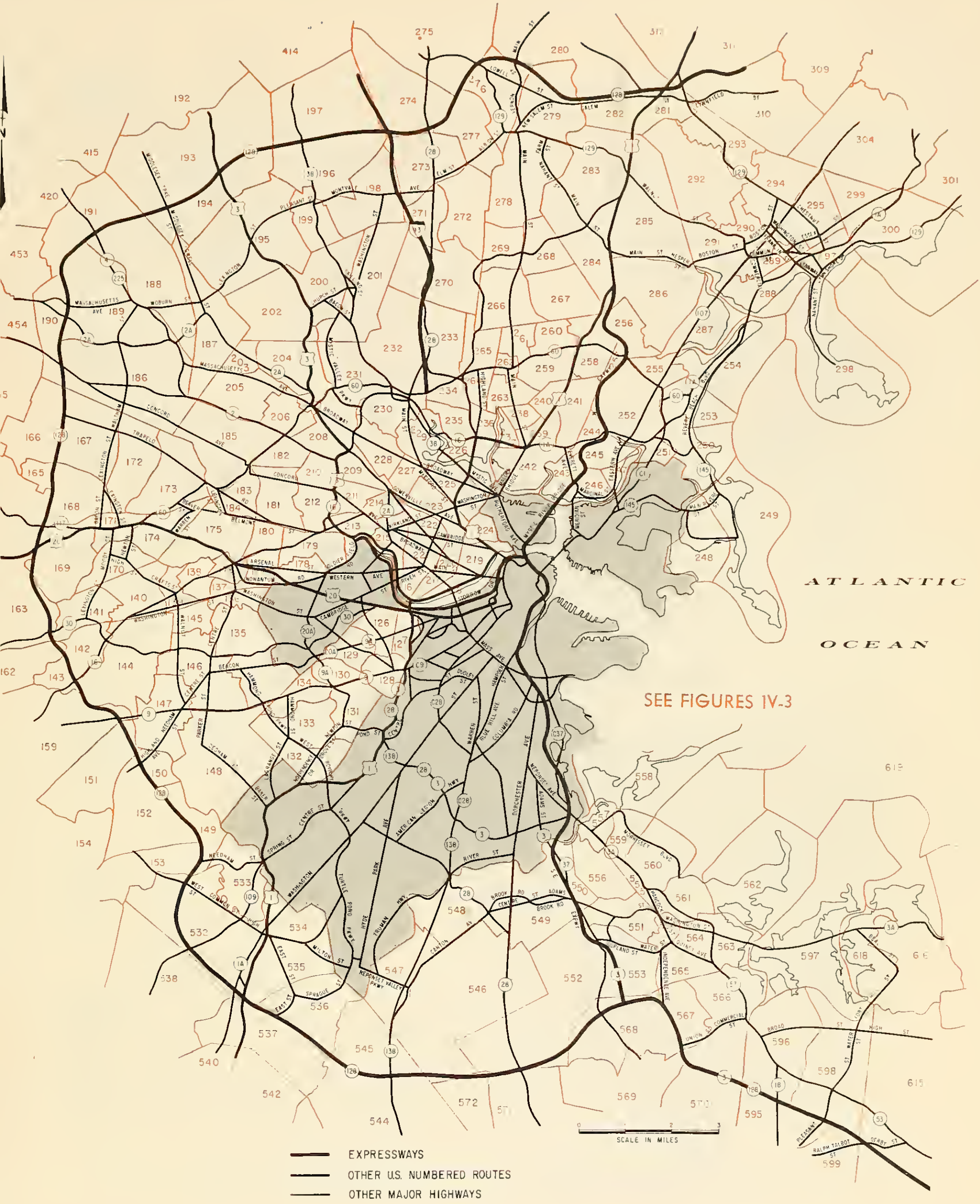
Two comprehensive manuals were prepared to expedite origin and destination coding. The Street Coding Index contains most street names and house numbers within the Planning Area, as well as traffic zones or sub-zones in which addresses are located. The Major Generator Coding Index supplements the Street Coding Index, and is a lengthy listing of non-residential addresses which generate a large number of person and vehicle trips. Both volumes are arranged alphabetically by city or town, with the exception of one-zone towns which are listed on the last page.

External Zoning

To classify data on trips between the Planning Area and external areas, the remainder of Massachusetts and the states of Connecticut, New Hampshire and Rhode Island were subdivided into external zones which generally define communities and towns. To identify external trip locations within this region, an 800 series of code numbers was used for the first three digits of a six digit code. The last three digits



TRAFFIC ZONES, OUTSIDE ROUTE 128



TRAFFIC ZONES, WITHIN ROUTE 128

FIGURE IV-2

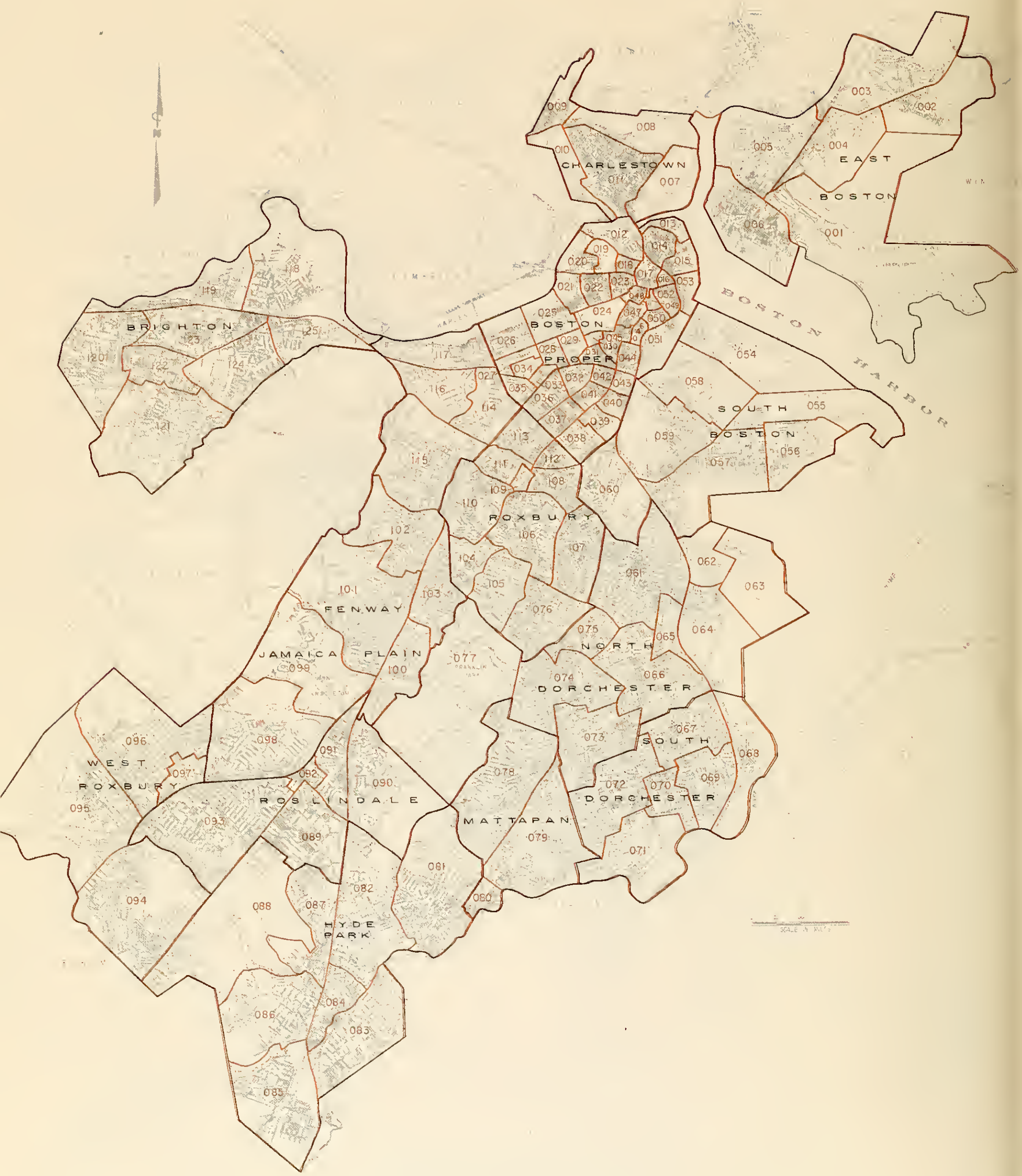


FIGURE IV-3

TRAFFIC ZONES, CITY OF BOSTON

indicate the town or community within the state.

All other external areas were coded using standard Bureau of the Census state and county codes. States were coded in a 900 series by the first three digits of the six digit code, with the second and third digits corresponding to state names, numbered in alphabetical order. Counties within each state are numbered in a similar manner and are coded with the fourth, fifth and sixth digits of the six digit code.

This numbering system provides a convenient method of analyzing trips generated in the remainder of Massachusetts and other states.

Dwelling-Unit, Truck, Taxi and External-Cordon Coding Procedures - Step-by-step procedures for these surveys are contained in a special coding manual. Coded information from dwelling-unit interview forms was transferred to three different summary cards -- (1) Dwelling-unit person summary, Card 00, containing information on each individual in the household over five years of age; (2) Dwelling-unit summary, Card 01, containing information on dwelling unit and household characteristics; and (3) Dwelling-unit trip report, Card 02, containing detailed information on each trip made by each individual.

A separate dwelling-unit special trip report, Card 07, was prepared for (a) weekday out-of-area travel by modes not listed in Card 02; (b) weekend out-of-area travel by all modes; and (c) internal weekend recreational travel by all modes.

Card 03 was used for the external cordon survey. Separate cards, Cards 04 and 05, were prepared for each trip reported on truck and taxi interview forms, respectively. Descriptions of each code item are detailed in Chapters 3, 4, and 5 of the Coding Manual.

Transit Coding Manual - Volume 1 of the Transit Coding Manual details survey methodology, coding procedures, card layouts, contingency checks and factoring techniques used to obtain average daily passenger totals by transit route and route segment. Volume 2 of this manual contains a complete listing of voluminous transit route intersection codes for the Eastern Massachusetts Street Railway Company and surface routes of the Metropolitan Transit Authority.

Different factoring procedures required for the various transit modes are detailed in the coding manual.

Transit postcard survey data were punched into four separate cards. Card 21 was used for MTA streetcar routes, Card 22 for commuter railroads, Card 24 for all bus company data, and Card 29 for MTA subway stations.

Inventories and Characteristics of Transportation Facilities Coding Manual - All data collected were converted into a numerical coding system, punched onto cards, contingency checked, and transferred to tapes to facilitate data processing.

Two classification systems were used in the basic highway system survey, one based upon administrative and financial responsibility, and the other based upon functional classification and use. (See Chapter 2 of manual.) Administratively, inventoried highways were grouped by Interstate, Federal-aid primary or secondary, state highways, Metropolitan District Commission controlled, or local roads. Functionally, these highways were classified as expressways, arterials, or collector streets.

The entire basic highway system for the Planning Area was divided into sections (links) between intersections and interchanges with other roads and streets on the system. Link numbers were assigned in increasing sequence within districts in directions generally proceeding radially outward from Boston or circumferentially clockwise around Boston from the south. The coding manual describes the link and node numbering system in detail.

Physical characteristics of highway facilities were punched onto Card 12. This included data on link identification, system and functional classification and physical characteristics. Use and performance characteristics of each link were punched onto Card 17, which contained information on 1963 average daily traffic volumes, directional peak-hour volumes, traffic composition, volume-capacity ratio, and off-peak, A.M. and P.M. peak travel times and speeds.

Public transportation inventories do not lend themselves to mechanical tabulation, so two separate volumes of details were prepared, based upon available published records, timetables, maps, annual reports, and materials gathered from the transit postcard survey. For each carrier, information was obtained on location, operating area, equipment, operating statistics, service and use characteristics, and routings.

Contingency Checks

"Contingency check" programs were written for each type of survey card, to insure that punched data were valid and that all required data were obtained for each item. Cross checks were also made between individual cards to insure that all individual trip data had been recorded accurately and all samples punched. In the transit postcard survey, for example, contingency check computer programs evaluated each interview for a total of 24 possible errors.

The number of error checks varied from 11 on Card 17, use and performance characteristics of the highway facilities, to 24 for Card 12, physical characteristics inventory of highway facilities. The errors checked, and the mechanics of each check are detailed in descriptions of contingency checks contained in various Coding Manuals.

Factoring

Dwelling-unit, truck, and taxi survey data were expanded to represent 1963 annual average daily traffic patterns.

External-cordon survey data were similarly expanded, to 1963 average summer daily traffic.

Transit postcard data were factored to average weekday passengers. Each transit route was factored by route segment for appropriate hourly groupings.

CHECKING SURVEY ACCURACY

Before undertaking summarization and analyses of findings, it was necessary to verify completeness and accuracy of the data obtained. Various accuracy checks demonstrated the reliability of the sampling procedures employed.

Thus, population statistics and vehicular traffic volumes obtained from travel-pattern surveys were compared with similar statistics obtained from other sources. Population values obtained from expanded dwelling-unit survey data were compared with the latest available census information. The magnitude and hourly pattern of passenger car and commercial traffic obtained from pattern surveys were compared with ground counts along screenlines especially delineated for this purpose. Trips by residents intercepted at the external-cordon line were compared with external-internal trip data collected in the dwelling-unit survey. Transit riding statistics derived from dwelling-unit interviews were compared with values obtained from the transit survey.

Population Comparisons

Tabulations have been developed to indicate the number of residents, cars owned, and labor force in the survey area as another means of checking accuracy of survey data. This information was compared with available 1960 census data, and registration information.

These comparisons indicated close agreement between study data and census and motor vehicle registry information. For example, comparative 1963 population figures for the transportation study and 1960 census data are presented in Table IV-1.

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Table IV-1

POPULATION COMPARISONS
1960 and 1963

AREA(3)	1960 POPULATION(1)		1963 POPULATION(2)		PER CENT CHANGE
	Persons	Per Cent	Persons	Per Cent	
INSIDE ROUTE 128					
City of Boston	697,197	20.5	670,356	18.7	- 3.9
Other Communities	1,626,896	47.8	1,712,334	47.8	+ 5.3
Subtotal	2,324,093	68.3	2,382,690	66.5	+ 2.5
OUTSIDE ROUTE 128	1,077,124	31.7	1,201,730	33.5	+11.6
TOTAL	3,401,217	100.0	3,584,420	100.0	+ 5.4

---

(1) 1960 Census of Population.
(2) 1963 population derived from Dwelling-Unit Survey.
(3) See Figure III-1.

Estimated 1963 population for the Planning Area was 3,584,420. The 1960 census population of this area was 3,401,217, a difference or increase between 1960 and 1963 of 5.4 per cent. Comparisons within the Planning Area indicate a population decrease of 3.9 per cent for the City of Boston between 1960 and 1963 and growths of 5.3 per cent for the communities outside Boston but inside Route 128 and 11.6 per cent for the area outside Route 128.

Similar relationships were found for the number of employed residents and automobile ownership in each jurisdiction. In general, there is excellent agreement between various data sources, and it appears that basic census type data developed in the transportation survey is well within the accuracy required for general usage. While data for individual towns may not be accurate to the degree indicated by town groupings, data for most zones from the transportation study are generally within 10 to 15 per cent of census statistics, which is within the range generally considered acceptable for planning and engineering purposes. In most cases, transportation study data may be more accurate than information from other sources since it is more up-to-date.

Screenline Comparisons

Two basic traffic screenlines, illustrated in Figure III-6, were established to verify accuracy of travel information collected in the dwelling-unit, truck, taxi, and external-cordon surveys. Screenlines permit ready comparison of actual traffic ground counts with trip crossings recorded in expanded origin and destination studies.

The Northeast Screenline extends from the Saugus River, south of Lynn, northwesterly to the Lynnfield and North Reading boundary and then generally along a power line to the New Hampshire state line between Lowell and Lawrence. Some deviations were made from the power line routing to avoid double crossings at the junction of Interstate Route 93 and Massachusetts Route 125. It contains 30 highway crossings and segregates a 34-town area with a 1960 population of about 560,000 from the remainder of the study area.

The Southeast Screenline extends from Hingham Bay, at Weymouth, southwesterly to Massapoag Avenue at the Planning Area boundary several miles east of Mansfield. There are 20 highway or street crossings along the screenline as depicted in Figure IV-1. The screenline segregates a 1960 population of approximately 260,000 in the southeastern portion of the survey area.

Complete screenline ground counts were conducted during a minimum of two seasons of the year, to coincide with dwelling-unit interviewing. These counts included manual classification counts and a series of machine counts. Manual classified counts of a minimum 16-hour duration were made at all screenline crossings; machine traffic counts were obtained for periods varying from a minimum of one week to a maximum in excess of five weeks. Traffic counts at each screenline station were adjusted to composite average daily traffic levels representative of traffic crossing screenlines during the period of internal surveys. Vehicle composition was developed using manual classification counts.

Trips crossing screenline, as reported in the origin and destination studies, were tabulated by hour of crossing. Comparisons of expanded trip data for auto and truck trips with adjusted screenline ground counts were made for each of the 16-hour periods in which classified ground counts were obtained. Comparisons of actual and expanded passenger car, truck and total vehicle volumes at the two screenlines are summarized in Table IV-2.

Boston Regional Planning Project

Table IV-2

SUMMARY OF SCREENLINE COMPARISONS
6:00 A.M. to 10:00 P.M.

	NORTHEAST SCREENLINE	SOUTHEAST SCREENLINE
PASSENGER CARS:		
Expanded Interviews	180,814	147,878
Screenline Ground Counts	187,002	150,589
Comparison Ratio(1)	96.7	97.8
TRUCKS:		
Expanded Interviews	18,871	14,787
Screenline Ground Counts	23,599	18,231
Comparison Ratio(1)	79.9	81.1
TOTAL VEHICLES:		
Expanded Interviews	199,685	162,665
Screenline Ground Counts	210,601	168,820
Comparison Ratio(1)	94.8	96.3

---

(1) Per cent of expanded interviews to screenline ground counts.

Expanded trip data for passenger cars crossing the Northeast Screenline represented 96.7 per cent of ground counts. For trucks, a correlation between expanded interviews and ground counts of 79.9 per cent was achieved. Total vehicular crossings of the Northeast Screenline during the 16-hour average weekday, as determined from interviews, were 94.8 per cent of ground counts. The Northeast Screenline crossing comparisons for passenger cars, trucks, and total trips are depicted in Figure IV-4.

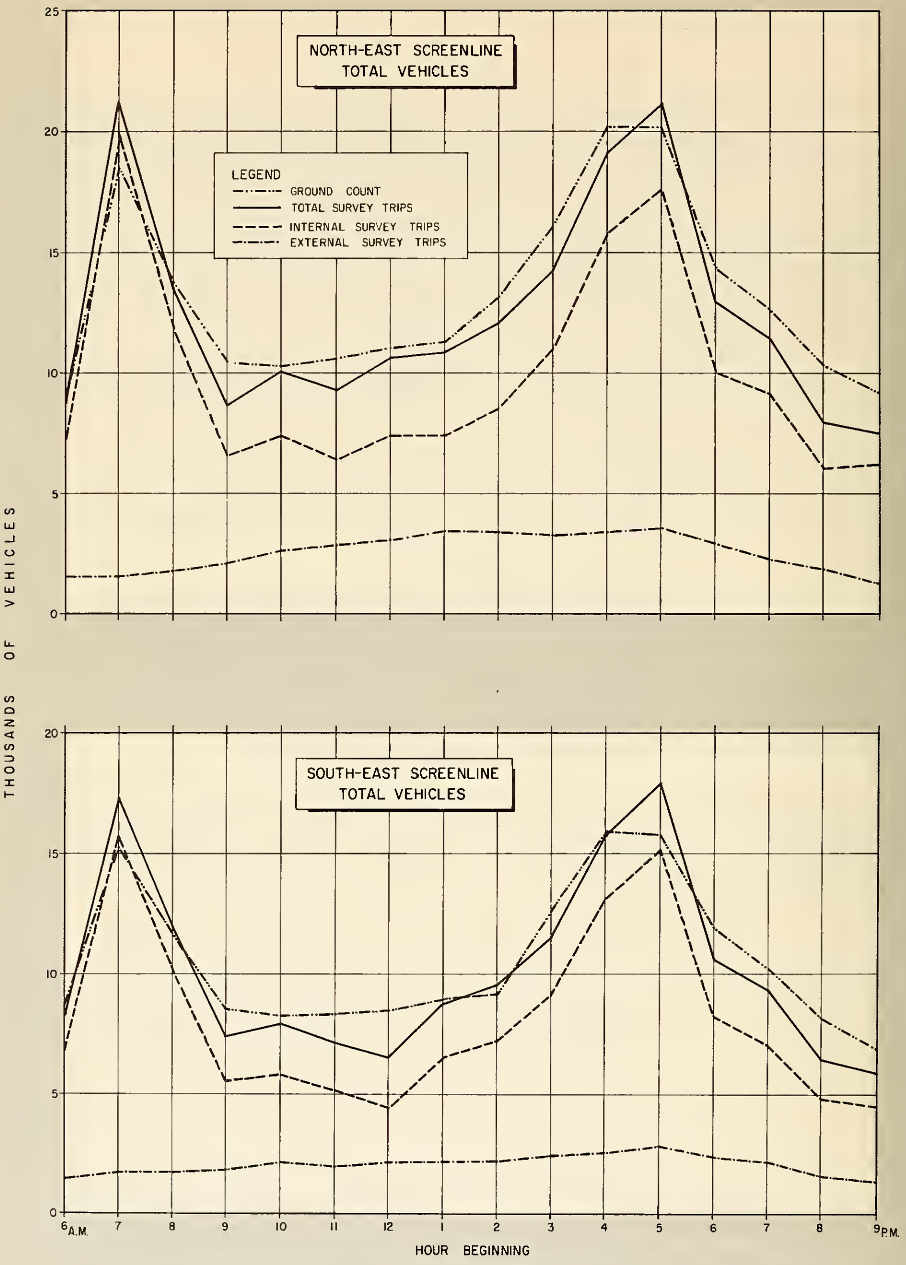
Expanded trip data for passenger cars crossing the Southeast Screenline equaled 97.8 per cent of ground counts. Expanded truck interviews totaled 81.1 per cent of ground counts. Total vehicular traffic at the Southeast Screenline, during the average 16-hour weekday, was 96.3 per cent of ground counts. Comparisons of screenline crossings for passenger cars, trucks, and total trips on the Southeast Screenline are also presented in Figure IV-4.

The correlation between expanded interview data and ground counts at both screenlines is significantly good. Numerous similar studies for other areas have recorded substantially lower correlations, which were still considered statistically valid.

Resident Trips Intercepted at External Cordon

Trips made by Planning Area residents across the external-cordon line may be considered as duplicated in dwelling-unit interviews. Theoretically, the same number of trips should be reported by Planning Area residents interviewed at cordon crossings as are recorded by residents in dwelling unit interviews. Comparisons were made between expanded internal-external trips from dwelling-unit surveys, and expanded external-cordon data obtained from Planning Area residents for a continuous 24-hour period. Recreational travel, because of its unique seasonal fluctuations, was deducted from both sets of data. The resulting comparisons, summarized in Table IV-3, provide additional checks on completeness of trip reporting.

For a typical 24-hour average day, expanded dwelling-unit data indicated a total of 88,707 auto-driver trips across the cordon line as compared with 110,666 trips obtained from external-cordon interviews with drivers living in the Planning Area. Expanded dwelling-unit data, therefore, accounted for 80.2 per cent of the trips reported in the external-cordon survey by area residents. For the same period, truck trips reported by internal surveys were 90.6 per cent of those recorded in the external-cordon survey. A total of 14,891 truck trips were reported in internal surveys as crossing



SCREENLINE COMPARISONS

FIGURE IV-4

Planning Area boundaries, compared with 16,431 trips recorded by the external-cordon survey. All vehicles combined amounted to 103,598 trips and 127,097 trips, respectively, for internal and external surveys; trips reported by internal surveys were 81.5 per cent of the external-cordon survey.

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Table IV-3

COMPARISON OF ESTIMATED RESIDENT VEHICLE TRIPS CROSSING EXTERNAL CORDON

Internal Versus External Surveys

TYPE OF SURVEY	NUMBER OF VEHICLE TRIPS(1)		
	Automobiles	Trucks	Total
Internal Surveys(2) (Winter)	88,707	14,891	103,598
External-Cordon Survey (Summer)	110,666	16,431	127,097
Comparison Ratio(3)	80.2	90.6	81.5

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(1) Because of seasonal variations between these two types of surveys, recreational travel has been excluded from both sets of data, solely for this comparison.
(2) Includes dwelling-unit, truck, and taxi surveys.
(3) Per cent internal surveys to external-cordon survey.

Data Summarization and Presentation

Detailed tabulations of 1963 average daily trips between internal towns, and between external stations and internal towns, were prepared. These tabulations indicated the number of auto, truck, and total trips on a typical 1963 weekday. Internal town tabulations also summarized auto, transit, taxi, truck, school bus and total person trips between towns. Town-to-town summaries were presented in previous appendices to this report and were discussed in previous chapters.

Several supplemental tabulations from the transit post-card survey not contained in this report were furnished to the

Boston Regional Planning Project.(1) These tabulations included listings of origin and destination by trip purpose and by mode from stop, time of arrival at destination by trip purpose, trip frequency by number of cars owned, trip frequency by trip purpose, and trip frequency by status of driver's license. Basic findings developed from these tabulations were also discussed in previous chapters of this report.

Detailed tabulations of highway facilities inventories were also presented to the Boston Regional Planning Project. These included detailed listings of physical characteristics of each section of the basic highway system, including information on system and functional classifications, town location, land use, length, width, shoulder, parking restrictions, number of traffic lanes, and whether the highway was divided or undivided. A second detailed tabulation was prepared describing use and performance characteristics of each section of the basic highway system -- length, 1963 average daily traffic, traffic composition, directional peak-hour volume, computed capacity, volume-capacity ratios, and off-peak, A.M. peak, and P.M. peak travel times, and speeds.

Source documents for all surveys -- transit, dwelling-unit, truck, taxi, and external-cordon -- were delivered to the offices of the Boston Regional Planning Project. In addition, master record tapes and working tapes were provided for all survey data. Working maps, coding information, and all pertinent records compiled during the course of the survey were also transmitted to the Planning Project's office.

METHODS AND RESULTS

Planning a transportation system for New England's largest metropolitan focus is a complex undertaking; much data, analyses and testing are required. In turn, an elaborate system of field studies must be undertaken to provide the basic "inputs" for comprehensive planning processes.

These technical notes have been largely methodological. They detail the premises and techniques by which the vast magnitudes of data pertaining to roadway facilities and travel patterns have been obtained. This is a necessary point of departure. Actual findings and travel interrelations are obviously of much greater significance to both the transportation planner and the municipal policy-maker.

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(1) These included individual tabulations for the three commuter railroads and the three railroads combined, Metropolitan Transit Authority rapid transit stations and subway streetcars combined, and separate tabulations for Metropolitan Transit Authority streetcars and buses, and independent bus companies.

The main chapters of this report, therefore, present some of the more pertinent findings which emerge from data summarizations. Efforts have been made to interpret basic data -- a pilot attempt at dimensioning the nature and magnitude of the Boston Metropolitan Region's transportation problems and needs.

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WILBUR SMITH
AND ASSOCIATES